LIFE



FEBRUARY 2, 1942 10 CENTS
YEARLY SUBSCRIPTION $4.50

REG. U. S. PAT. OFF.

So M·I·L·D...this bacon with the *Sweet Smoke Taste!*



SWIFT'S PREMIUM BACON

Beans 'n Bacon, South Seas

BUDGETEERS! Here's a thrift dish that will rate high with your family, especially the *men*. Two things lift it out of the commonplace and make it *extra* good to eat. One is a clever twist to the seasoning (that's the *South Seas* touch). The other is the *flavor* of the *bacon*. Swift's Premium Bacon really does have a mild yet lively flavor you don't get in any other kind. Folks call it a "sweet smoke taste"; it comes from special methods of curing and smoking which are used exclusively by Swift. • Put the fine, uniform slices of this bacon on a rack in a shallow pan and bake for about 15 minutes in a hot oven (425° F.). No turning is necessary. Cut large sweet onions, cooked or uncooked, in thin slices, place on platter, and heap with kidney beans which have been heated with *just a dash* of curry powder. Surround with bacon. As soon as you taste Swift's Premium you'll know why America votes it the best brand of all. It's *marvelously mild*, yet *zestful*.



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How you can catch cold—and what to do about it



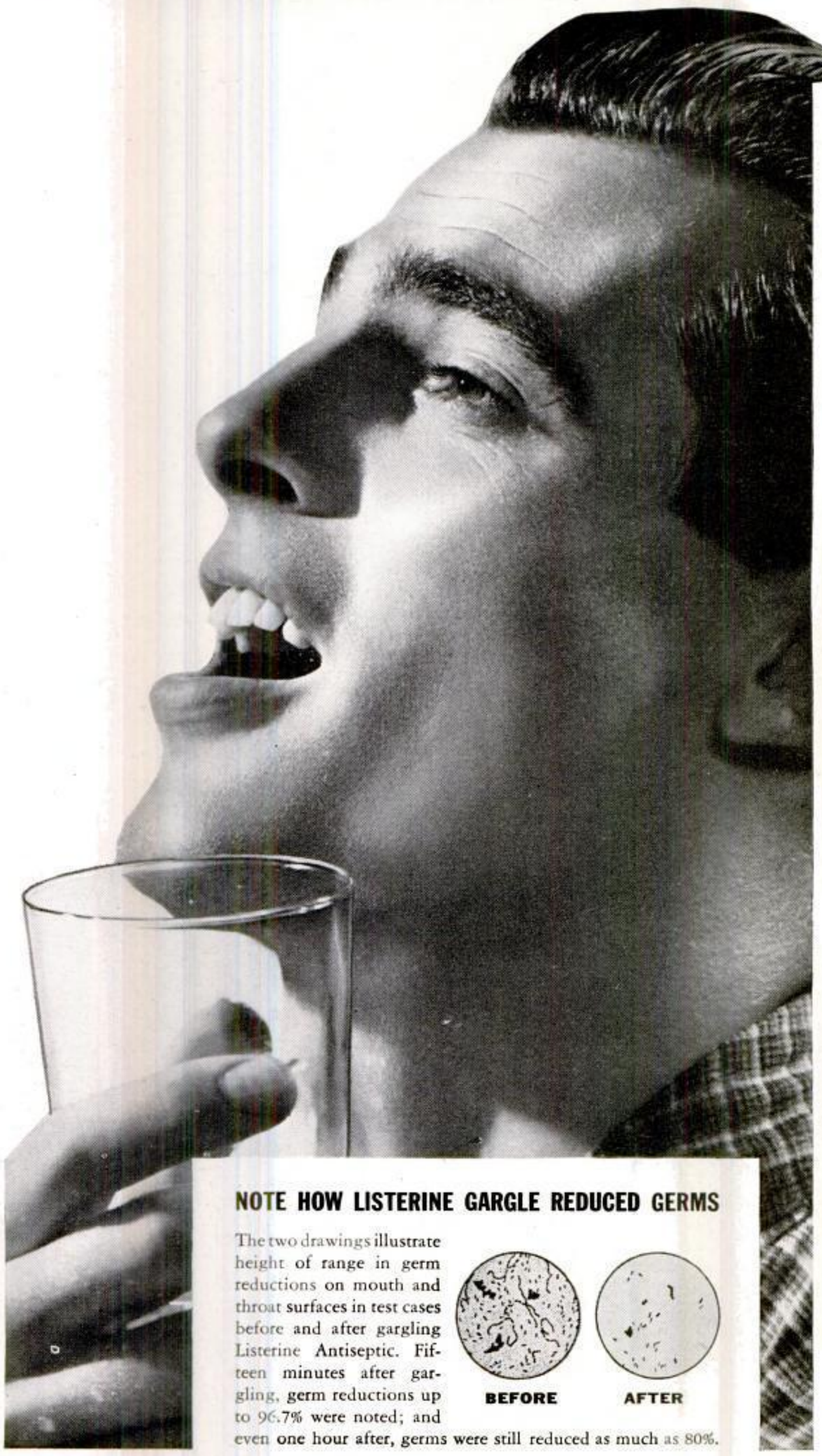
DUCK THAT KISS if the one you are kissing has a cold. Kissing is one of the surest ways of exposing yourself . . . Bacteria may travel by direct contact.



LOOK OUT FOR SNEEZERS AND COUGHERS! Bacteria are shot into the air by coughs and sneezes and may enter your nose or mouth.



SUDDEN CHANGES OF TEMPERATURE make certain types of people more susceptible to colds. In some cases they weaken resistance so that bacteria, already present, may get the upper hand.



NOTE HOW LISTERINE GARGLE REDUCED GERMS

The two drawings illustrate height of range in germ reductions on mouth and throat surfaces in test cases before and after gargling Listerine Antiseptic. Fifteen minutes after gargling, germ reductions up to 96.7% were noted; and even one hour after, germs were still reduced as much as 80%.

BEFORE AFTER



IN SOME PERSONS DRAFTS cause disturbances of the circulatory system and, as in the case of sudden temperature changes, may lower body resistance.



BEFORE HANDLING BABY! If you have a cold yourself or have shaken hands with someone who has, always rinse your hands with full strength Listerine. Germs thrive on moist hand surfaces.



UTENSILS USED BY THOSE WITH COLDS may communicate the infection to others. Be particularly careful about children.

AT THE FIRST SIGN OF A COLD or SORE THROAT Gargle LISTERINE—QUICK!

This prompt and easy precaution, frequently repeated, may head off the trouble entirely or lessen the severity of the infection if it does develop. Carefully conducted clinical tests during the past 10 years showed these amazing results:

That regular, twice-a-day users of Listerine Antiseptic had fewer colds, milder colds, colds of shorter duration, than non-users, and fewer sore throats due to colds in many cases.

You naturally want to know why this is so.

We believe that it is because Listerine reaches way back on the throat to kill literally millions of the threatening bacteria known to doctors as the "secondary invaders" which may set up infection when body resistance is lowered for any reason (see panel above). In the opinion of many leading medical men these "secondary invaders" are the ones that so often complicate a cold . . . make it troublesome . . . result in the distressing symptoms you know all too well.

Actual tests showed bacterial reductions on the mouth and throat surfaces ranging to 96.7%, even 15 minutes after the Listerine Antiseptic gargle . . . up to 80% an hour after.

In view of this impressive evidence isn't it wise to keep Listerine Antiseptic handy in home and office . . . to pack it when you travel . . . to gargle with it often and thoroughly at the first hint of trouble?

LAMBERT PHARMACAL COMPANY, *St. Louis, Mo.*



This One

JJ2E-FGB-HWTS

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LETTERS TO THE EDITORS

Neosho at War

Sirs:

Not so many months ago LIFE visited the rather sleepy little town of Neosho, in the Missouri Ozarks, to weigh its people's sentiments on the then debated issue of our participation in the war. Not long after your story (LIFE, May 26), Neosho became involved in the war in a big way—with



SOLDIERS SEE NEOSHO SIGHTS

the announcement that an Army camp would be built here. Camp Crowder is now a reality. The effect it has had on Neosho is millennial.

The spacious lawns have been transformed overnight from their broad expanse of grass into trailer courts, some neat and orderly and others not so. The unions have come to town in a big way. Traffic rules have been changed and the police force more than doubled. Although December was the busiest month in the police court's history, things have worked out very well—no riot of crime and vice as was predicted.



TRAILERS MAR BROAD LAWNS

One roadhouse was closed for alleged gambling and prostitution. A man froze to death while sitting in a car parked in the "one-hour zone" on the square and was not discovered for four days. The bunkhouses, or flop joints, haven't done as thriving a business as was expected. The 20,000 or so workmen at the camp have spread out to nearby towns. No one will guess the increase in Neosho's population—it's jam full up.

Along highway 71 from town to the camp, numerous trailer lots, shack settlements, grocery stores, honky-tonks,



NEOSHO HAS A WILD WEST

liquor stores, etc. have sprung up. Pictures herewith give a faint idea of the turmoil in this microcosm; trailers on lawns, soldiers on the street and a boomtown row of business buildings on the edge of town.

BROOKS HILL

Neosho, Mo.

Spaghettiquette

Sirs:

Your spaghetti and macaroni article (LIFE, Jan. 12) was interesting but incomplete as far as the art of eating spaghetti goes.

The first picture is good for teaching beginners the handling of tools and the requirements for spaghetti twirling. But in the second illustration your model appears to be operating under a strain. Handling the spoon as she does would make the spaghetti crawl around the handle of the fork. The fork should be held downward at right angles to the spoon, so when twirling begins the spaghetti doesn't get on the handle of the fork and create a messy situation.

JOSEPH SPADEA

Chicago, Ill.

Military Secret

Sirs:

In LIFE magazine (Jan. 12), I saw a picture of a group of soldiers taken somewhere on the Pacific Coast. Now I believe that the soldier standing near the pile of rifles is my fiancé who is stationed at Downey, Calif. Could you please tell me if that is where this picture was taken? I would like to know for sentimental reasons.

If it is possible for you to give me this information without betraying military secrets, please send the answer to:

MARGARET CARNE

Bayonne, N. J.

● LIFE is receiving many such requests for identification of husbands, fathers, brothers and fiancés. Unfortunately, the identification of personnel by name, hometown and unit in a theater of operations comes under the heading of restricted information.–ED.

Moro Spirit

Sirs:

Since Clare Boothe's story on General MacArthur (LIFE, Dec. 8), neither LIFE nor any other medium of the press has had a word on how the Moros have met the Japanese invaders. But Americans who know them agree that they are the supreme scrappers of the Orient. Perhaps the following letter from Princess Tarhata of Sulu will give an idea of Moro spirit. A graduate of the University of Illinois, the princess was the niece of the Sultan of Sulu, whose suzerainty included the Sulu islands and portions of British North Borneo and nominal head of all Moros in Mindanao, probably 500,000 Mohammedans in all. Princess Tarhata describes a juramentado affair:

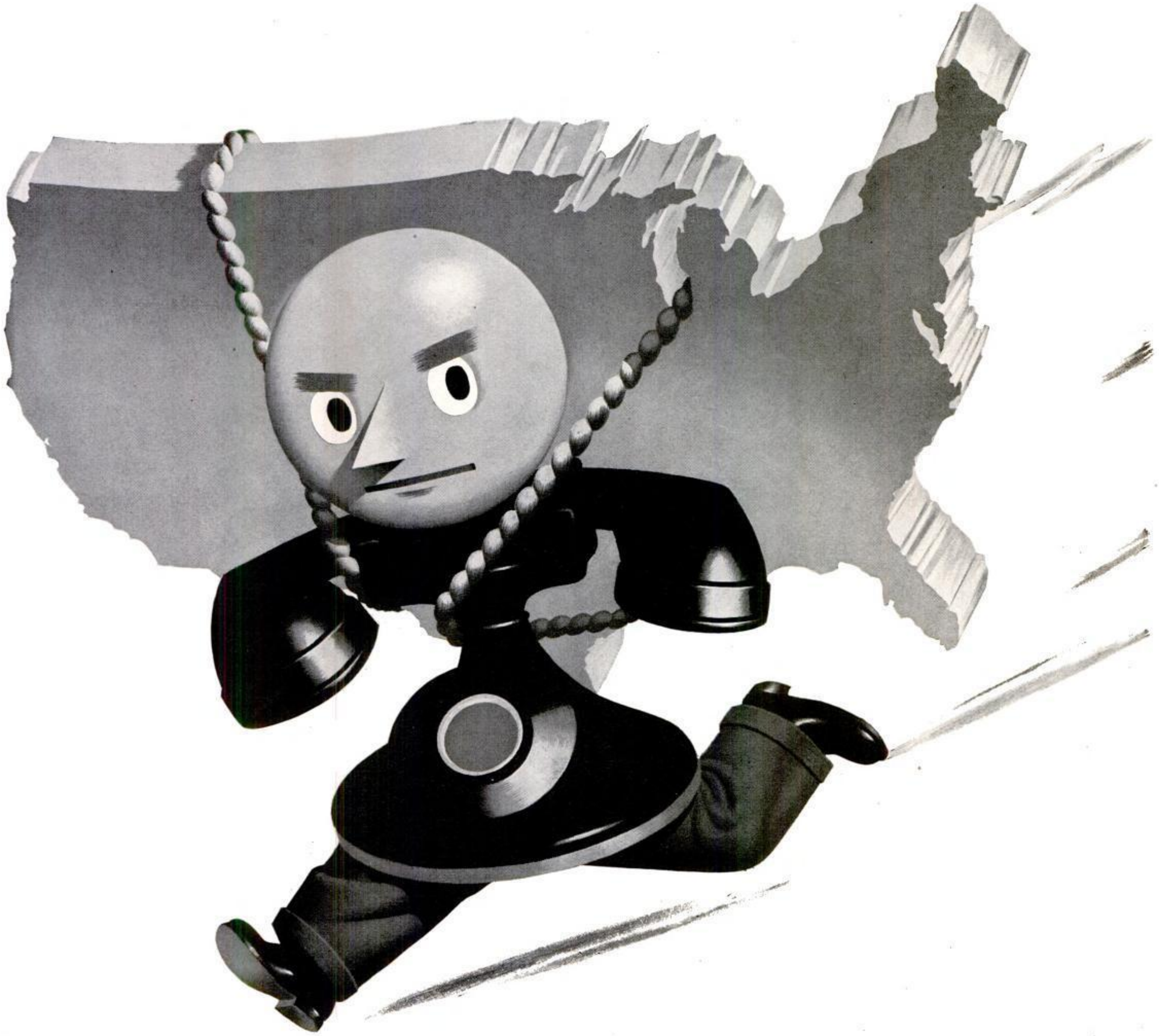
"Well, more goings on in Jolo the other day. One of those nutty Tawitawi (a southern Sulu island) juramentados sails up to the end of the Chinese pier in his vinta (sailboat), ties up and starts out with his barong (sword). He gets a poor old Chink first off. They say it was a sight to see, this jura coming hellbent down the pier and the populace taking to the water by the dozens. At the end of the pier he gets a Moro from the shoulder nearly to the waist. Everyone's scattered by that time and he heads for the gates (of the Walled Town); two constabs (constabulary) are sentries there. They reach for pitchforks, good old Illinois hayforks, and the jura rams right into one of them. He looks kind of astonished, but he whangs the barong at the haft of one pitchfork and nearly cuts it off. Another constab runs up with his gun. 'Don't shoot! Don't shoot!' yell the pitchfork boys, but he fires and wings the jura in the arm. He drops the barong. But the cuss must have been ambidextrous, for with his left hand he whooshes his other barong out of his sash. But the pitchforks have him buffaloed; it isn't kosher to him—he keeps surging into the tines of the pitchfork and is bleeding like a stuck pig. So he throws the barong at the constab. Misses him by a hair. Another guy with a pitchfork pokes him in the back. He is buffaloed. A constab comes with a rope. Just then the jura outs with a short kris from somewhere, shies it at the constab and nicks him in the leg. They have him roped and tied when Major S——— gets there. He's tickled pink, because orders have been to get the next jura alive, so he can be tried and executed according to Hoyle. And who thought of the pitchfork gag—nobody but me! I must hand it to those little Tagalogs (Filipino Christians, and hated by the Moslem Moros); they had guts all right.

"I hate this jura business. It gives the Moros a bad name of being irritable,

(continued on p. 4)

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When the Nation hurries, it turns to the telephone

THE country is making over 85,000,000 calls a day right now — local and Long Distance — and that keeps us stepping fast.

We've added hundreds of thousands of miles in wire and cable and tens of thousands of people to the Bell System. We are doing everything possible to keep things going smoothly.

But, if once in a while your calls don't go through as promptly as they did in peace times, please remember that business is not as usual with us. The telephone is tied tight into the war.

P.S. *This is a good time to make just a little more certain to give the correct number and to answer promptly. The best time to make Long Distance calls is in the off-peak periods — before 10 in the morning, between noon and 2 P. M. or after 8 in the evening.*

Now—more than ever before*—LONG DISTANCE *helps unite the Nation

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Able...Presentable...Promotable!

THAT'S WHAT GOOD-LOOKING HAIR CAN SAY FOR YOU!



Keep your Hair a Business and Social Asset with

VITALIS

and the

"60-SECOND WORKOUT"!

50 Seconds to Rub—Just feel that stimulating "tingle" as circulation quickens—the flow of necessary oil is increased. And with the pure vegetable oils of Vitalis supplementing natural oils, your hair takes on a fresh, natural lustre.

10 Seconds to Comb—Your hair stays neatly in place—no "patent-leather" look. And what's more, the Vitalis "60-Second Workout" routs embarrassing loose dandruff—helps prevent excessive falling hair—helps you *keep* your hair.



The quick way to succeed in business is to *look* successful! For men well-groomed and confident get attention fast! So let Vitalis and the famous "60-Second Workout" give your appearance the "plus" of well-groomed hair—and you'll look a winner when Opportunity comes your way!



Socially as in business, people take you largely at your own valuation. So set the value high! Appear always at your best with well-groomed hair testifying to your self-respect! Get a bottle of Vitalis from your druggist today—and watch the "60-Second Workout" step up your personality!

Product of Bristol-Myers

USE VITALIS AND THE "60-SECOND WORKOUT"

LETTERS TO THE EDITORS
(continued)

which we ain't. Everyone knows we are scrappers, but we can scrap without going nutty, you bet."

Because the tone of the above quotation is flippant, do not gather a wrong impression of her. She was serious-minded, with a strong sense of duty to her people, but at the time of these letters, torn with a nostalgia for America. But as she said, "I cannot be both an American and a Moro—I will be a Moro."

DEAN PALMER

New York, N. Y.

Moosemeat

Sirs:

After seeing George L. Coleman's "Picture to the Editors" (LIFE, Jan. 5) of a bear sitting in a canoe, smoking a



MOOSE HUNTER'S HEAD

pipe and holding a gun, I decided to dig up this snapshot that I took in the Cassiar section of British Columbia last fall.

This is not a double-exposure picture as might be suspected. The victim shows the effects of eating too much moose meat.

GEORGE F. MASON

Port Washington, N. Y.

Podneek's Flag

Sirs:

I was very much disappointed and chagrined with your story on Rockefeller Center (LIFE, Jan. 12).

I cannot see what earthly news value was found in a picture of me showing the work (partly) that I do in repairing



PODNEEK'S PATRIOTISM

mops, when overhead was a picture of our American flag showing what it means to many of us Americans. I am sure that a picture of this flag would have helped to raise the morale of some of our soldiers.

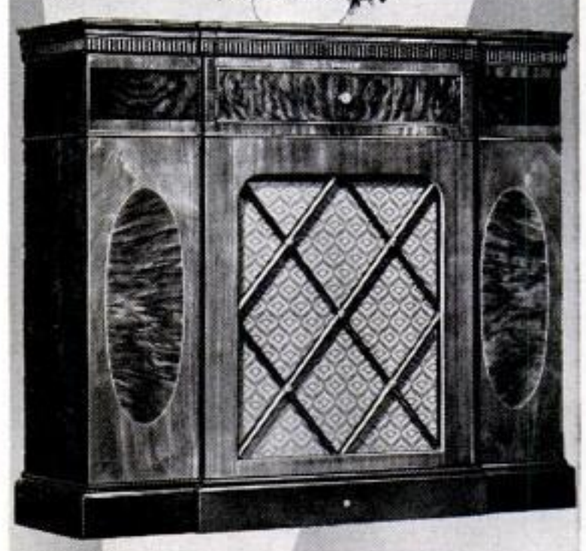
Incidentally, my name is spelled Podneek, not Podnuck.

PETER PODNEEK

New York, N. Y.

Editorial correspondence should be addressed to:
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TIME & LIFE BUILDING
ROCKEFELLER CENTER
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PHILCO *Radio-Phonograph*



PLAYS ANY RECORD ON A BEAM OF LIGHT!

No needles to change
Records last longer
New purity of tone

This modern enjoyment of recorded music is yours through the revolutionary developments of Philco engineers. "*Music on a Beam of Light*" does away with the scratchy steel needle. A permanent rounded jewel releases new beauty from your records. Surface noise and record wear are reduced by 10 to 1.

The new Philco Automatic Record Changer with Stroboscope Control insures absolute fidelity of pitch. The Tilt-Front Cabinet eliminates awkward phonograph compartments.

In radio, Philco gives you glorious tone and performance, and Frequency Modulation at new low cost! All these are the marks of the *modern* radio-phonograph...yours *only in a Philco.*

Philco 1013, in Hepplewhite cabinet, illustrated. Yours on Easy Terms.

Philco Radios, Radio-Phonographs and Auto Radios . . . from $14.95 to $550. See them at your Philco dealer today.

Prices slightly higher Denver and West; subject to change without notice.

For the Service of Our Armed Forces

The research and manufacturing facilities of Philco are engaged in various phases of national defense work including the production of artillery fuzes, frequency meters and radio receivers for tanks and airplanes. Wherever its laboratories, equipment and skilled personnel may contribute to defense production, Philco stands ready to place at the disposal of the government as much of its facilities as the nation may require.

★ ★ ★ ★ ★ ★

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How Little Mistakes in Eating Can Keep You Half-Sick

WHICH DO YOU SUFFER FROM?



Common Rheumatism and Arthritis

He suffers from rheumatic pains largely because of simple mistakes in his diet. If he follows the suggestions on page eight of Victor H. Lindlahr's remarkable book, *"You Are What You Eat,"* he should get quick relief.



Excess Weight

She could reduce in no time, yet actually eat more food than she does now . . . if she only ate properly. *"You Are What You Eat"* would tell her how.



Sinus Trouble

Sinus trouble (catarrhal) is robbing this man of strength. He is tortured constantly. Yet Victor H. Lindlahr knows how a simple change in the food he eats might help him end his ailment.



Dietary Indigestion—Heartburn

He is one of the countless people who suffers needlessly from dietary stomach disorders. Chapter 7 of Victor H. Lindlahr's great book shows a way to quick relief and prevention for thousands.



Frequent Colds

She is an easy victim of coughs and colds. Something vital is lacking in her diet. What? Read the first chapter of *"You Are What You Eat"* to see how easy it should be to put her on the road to strength and health.



Poor Eyesight

She suffers from eye-strain and resulting frequent headaches due to a lack of one vitamin. If she followed Victor H. Lindlahr's suggestions she might prevent these annoying eye troubles.



Learn How to Eat Your Way to Better Health

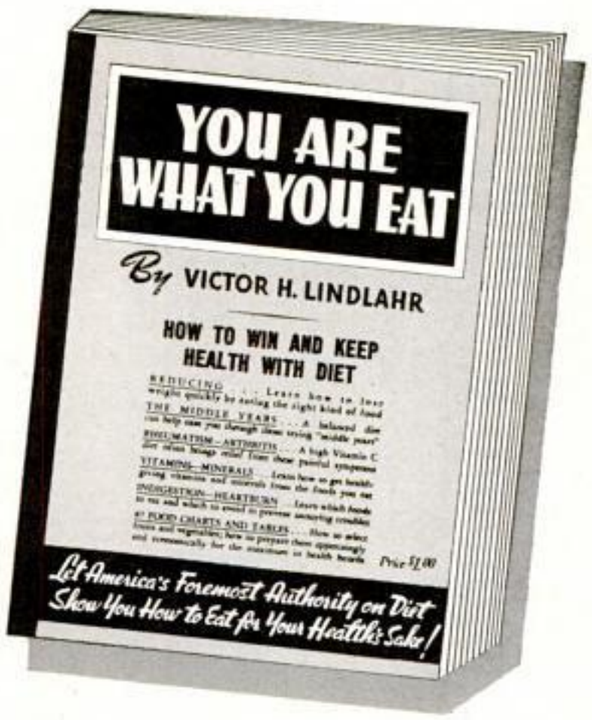
HERE, AT LAST, is Victor H. Lindlahr's remarkable method of health through diet brought to you in a big fascinating book—at a price so low everyone can own it! In just one evening, you can learn how to *correct* mistakes in eating that may have been keeping you below par . . . you may learn how to be healthier, *happier* by following the *proven* principles of health through diet in Victor H. Lindlahr's remarkable book, *"You Are What You Eat."*

It is a book that reads like a detective novel! A book that gives you the thrilling revelations of recent nutritional discoveries . . . a book that condenses and *explains* these facts and tells you, in simple, understandable language, just how to *apply* them.

Do you suffer needlessly because of simple mistakes you are making in your eating? Let Victor H. Lindlahr help you and your family gain better health through diet. It has been done in thousands of cases. It *is* being done every day!

Don't Let Little Mistakes in Eating Rob You of Good Health

Foods are medicine . . . and Victor H. Lindlahr knows that foods have the power that may give you freedom from many common symptoms. Out of the kitchen can come meals to help put an end to many of your distressing troubles. Yes, foods often possess a remarkable power for improving health—and now Victor H. Lindlahr shows you how *to use this power!*



Formerly $2.50
NOW ONLY 98¢

—send no money!

So sure are we that you will be thrilled and delighted with *"You Are What You Eat"* that we gladly make this special offer: Just mail the coupon. You will receive Victor H. Lindlahr's fascinating book by return mail. When it comes pay the postman 98c, plus a few cents postage. Keep the book for 5 days. If at the end of 5 days you aren't convinced that *"You Are What You Eat"* will repay you in health many times its small price—return the book and your money will be refunded without question. Clip and mail the coupon NOW.

DO YOU KNOW?

How you may improve your complexion by a simple change in diet?

What foods help you ward off colds?

What low-calory foods are very high in mineral and vitamin value?

What are the familiar foods that often correct constipation?

What methods of cooking destroy the chief values of certain foods?

What foods often help promote sound, restful sleep?

Are there any foods of special value to older people?

Which vegetables can help in building better blood?

What high-vitamin fruits and vegetables will help build you up when you are run-down?

How do your eating habits affect your nerves?

—These and hundreds of other fascinating facts about food are revealed in "YOU ARE WHAT YOU EAT."

ACT NOW! Send this coupon —5-day free trial

JOURNAL OF LIVING PUBLISHING CORP.
Dept. W-1, 1819 Broadway, New York, N. Y.

Send me Victor H. Lindlahr's Book, *"You Are What You Eat,"* for only 98c, plus a few cents postage. I understand that if not delighted I may return the book within 5 days and my money will be refunded.

Name.....

Address.....

City.....State.....

NOTE: If apt to be out when postman calls, send $1.00 with coupon and save C.O.D. postage.

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SPEAKING OF PICTURES . . .

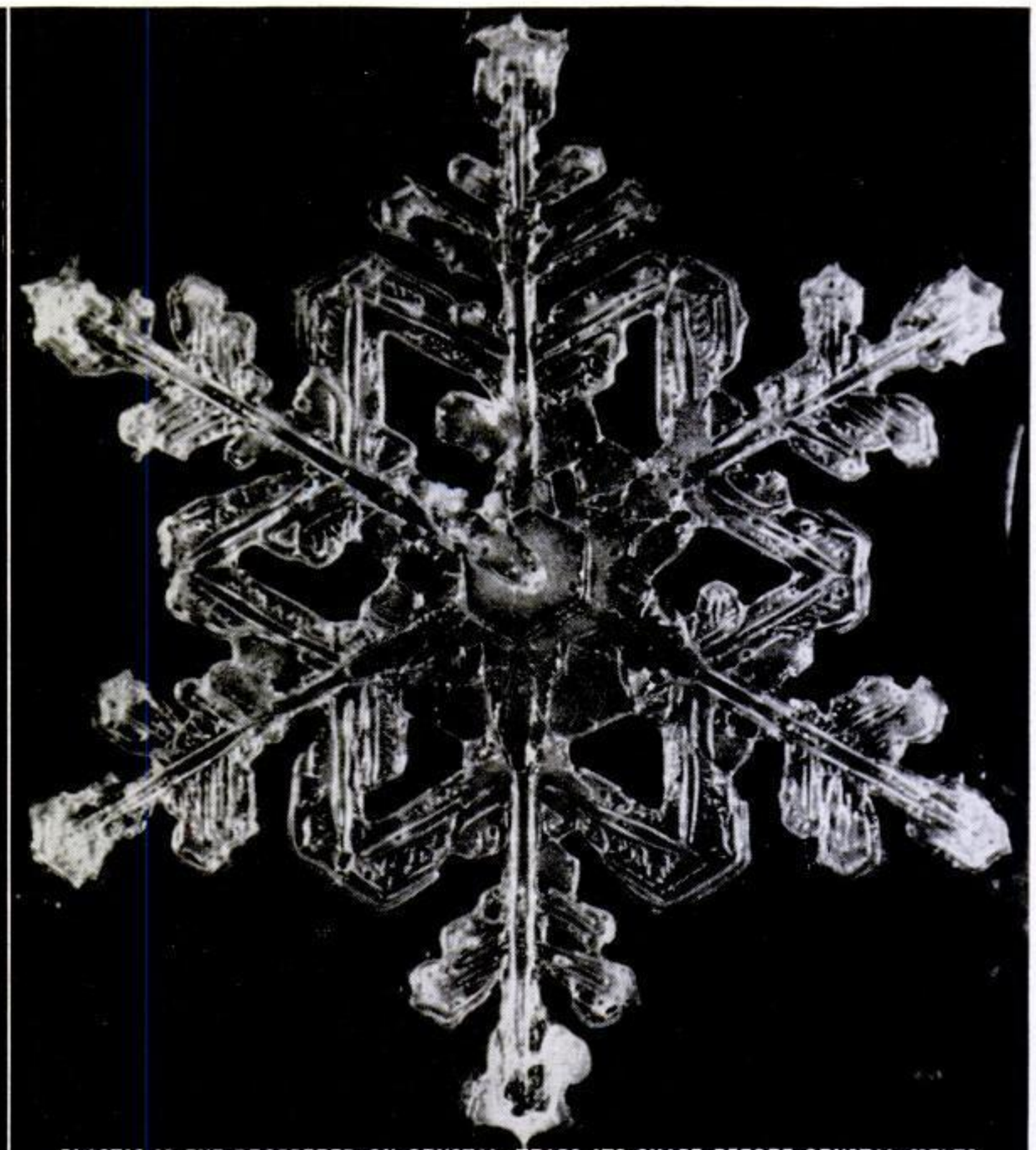
. . . THESE ARE SNOW CRYSTAL JEWELS

For his faith that some final order rules the outward chaos of the universe, man can find no better witness than the symmetry of a snow crystal. First to describe their evanescent beauty and draw the appropriate moral was a churchman, Olaus Magnus, Archbishop of Upsala in 1555. For modern scientists, wise in the ways of molecules, the moral is still good. The symmetry of a snow crystal is dictated by the symmetry of the chemical and physical forces that lock its constituent water molecules together in a frozen solid.

No two snow crystals are exactly alike because no two are made of exactly the same number of molecules or under exactly the same atmospheric conditions. But, as shown opposite in photographs of crystals from W. A. Bentley's *Snow Crystals* (McGraw-Hill, $10), there is a distinct progression in their complexity. The simplest, hexagonal crystals are the product of the swift action of low temperature. The more elaborate are shaped more slowly at slightly higher temperature and humidity. Pictured below is the most recent advance in snow-crystal study: casts in a plastic, made from actual crystals by Vincent J. Schaefer of the General Electric Co.



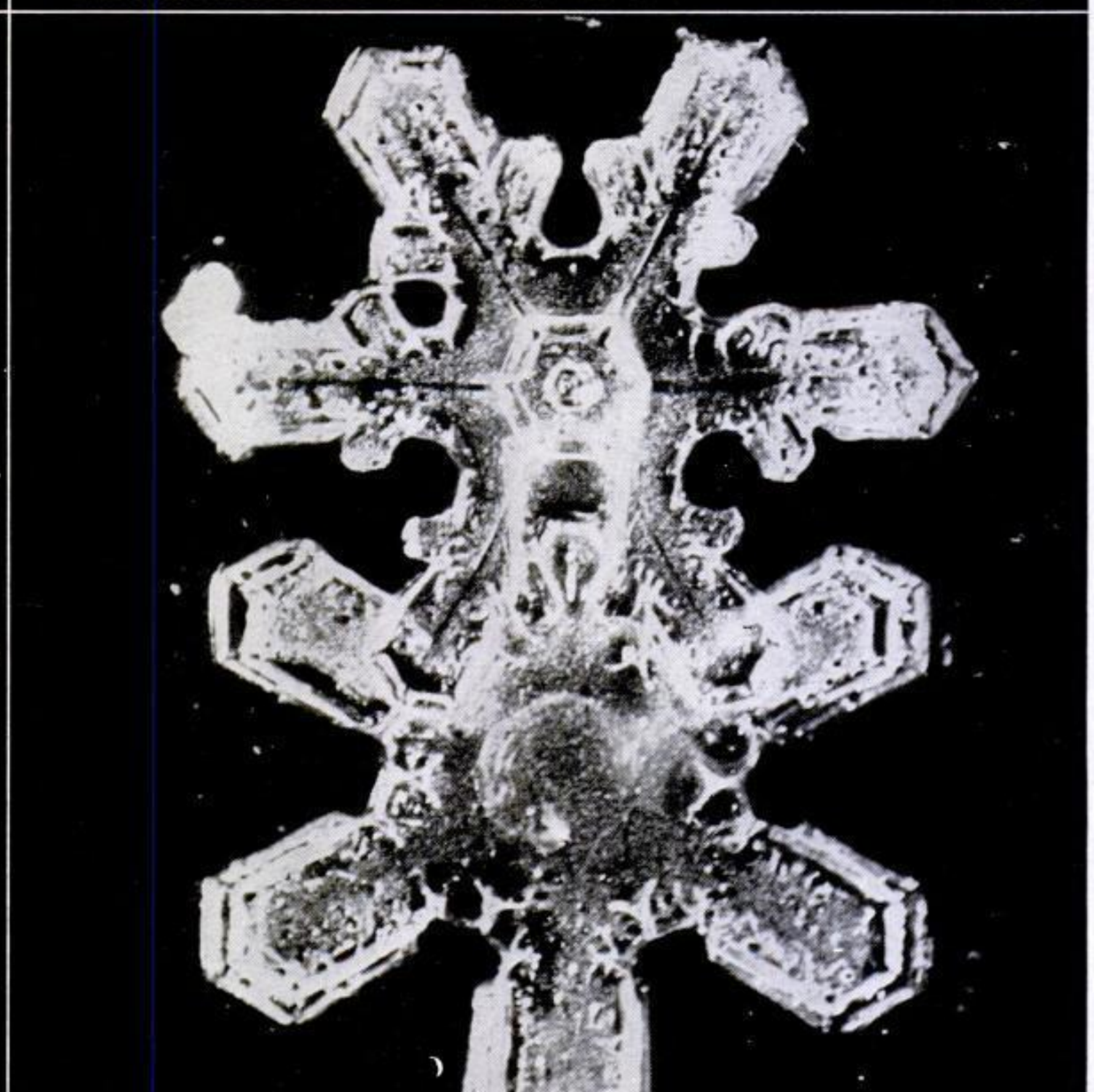
PLASTIC SHOWN HERE PRESERVES THE DELICATE TRACERY OF THIN-SPOKED CRYSTAL



PLASTIC IS EYE-DROPPERED ON CRYSTAL, TRAPS ITS SHAPE BEFORE CRYSTAL MELTS

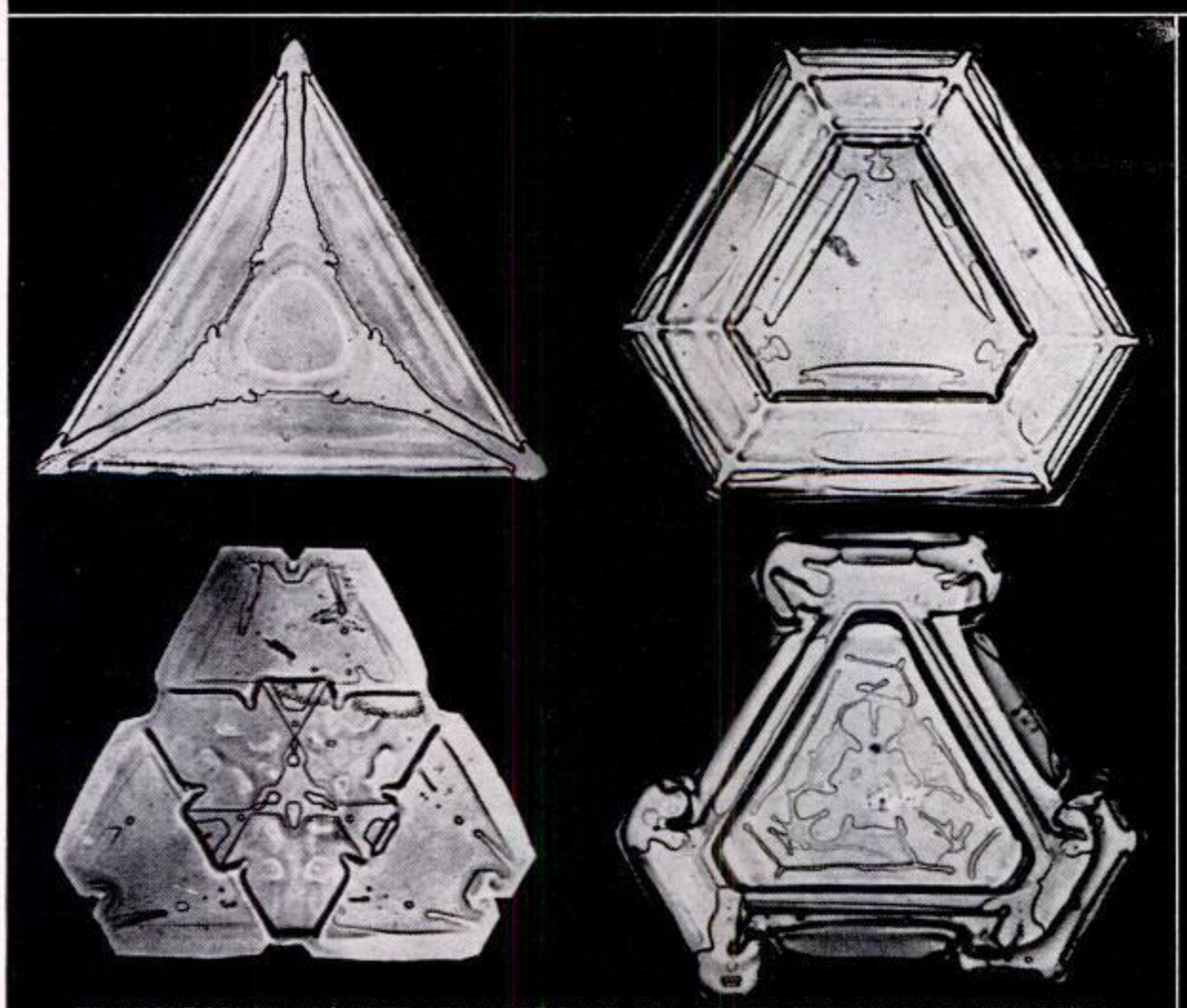


TWIN CRYSTALS ARE SUPERIMPOSED. THE MAGNIFICATION HERE IS ABOUT 30 TIMES

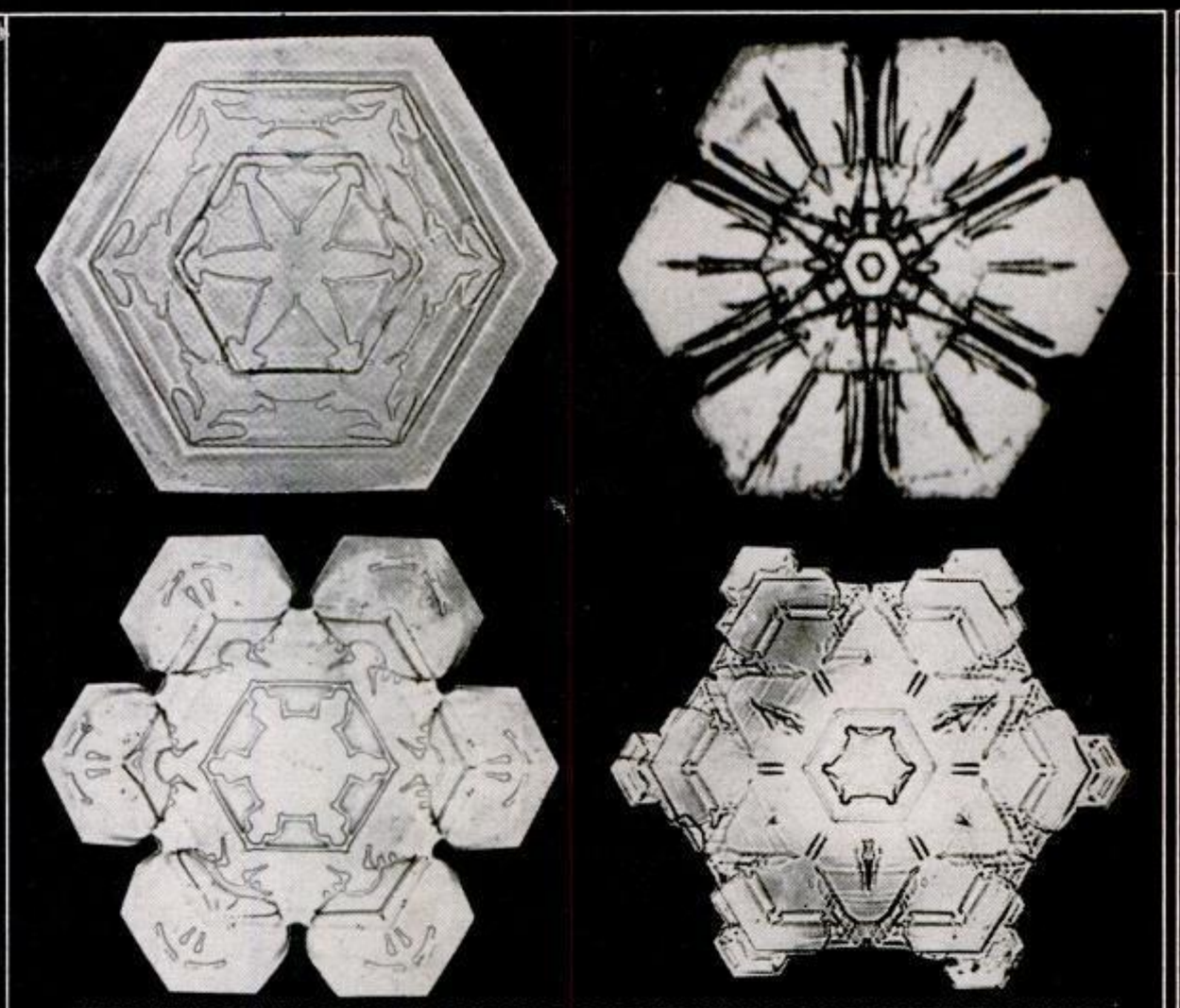


SPOKE OF LOWER CRYSTAL EVIDENTLY ELABORATED INTO ALMOST IDENTICAL CRYSTAL

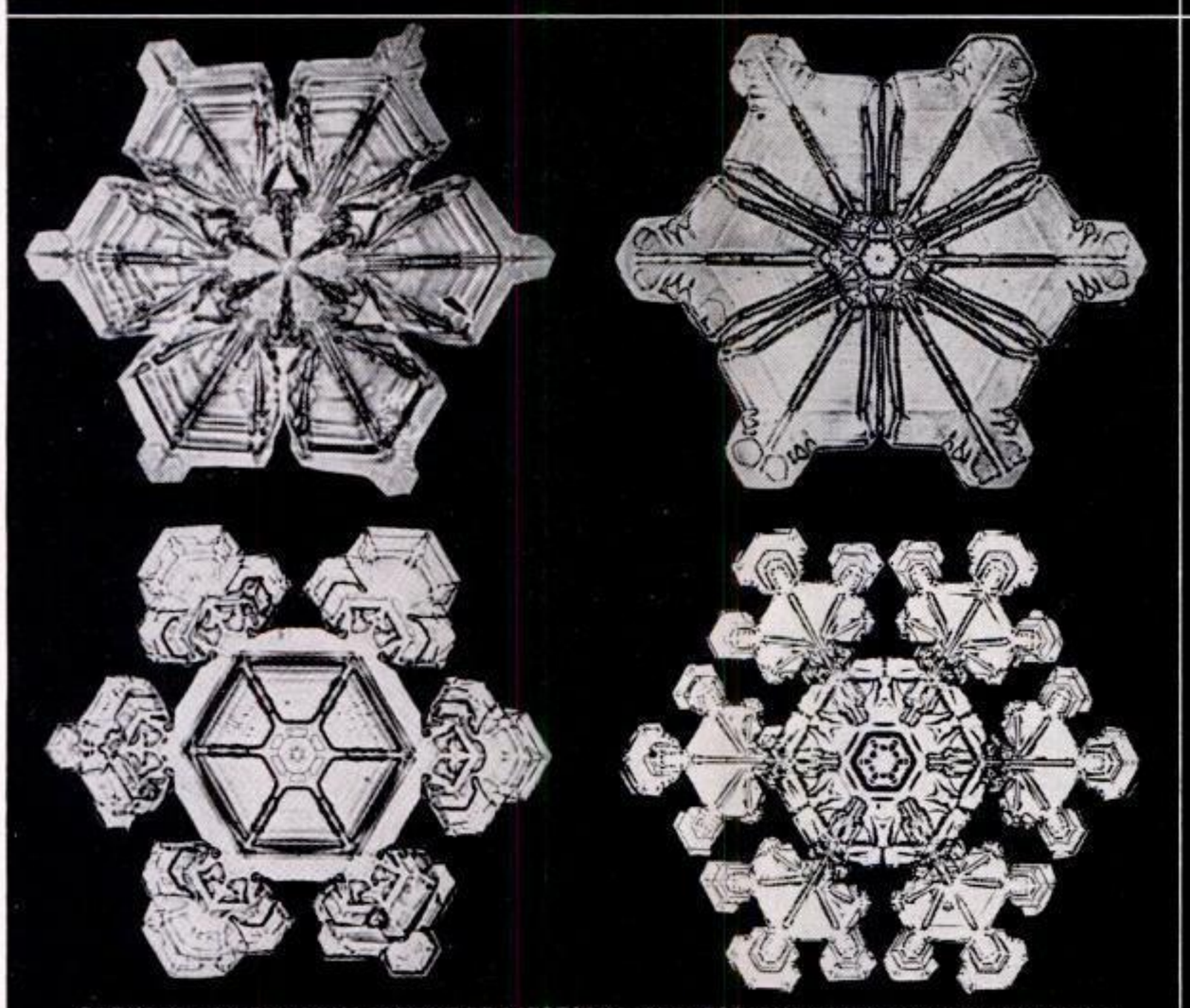
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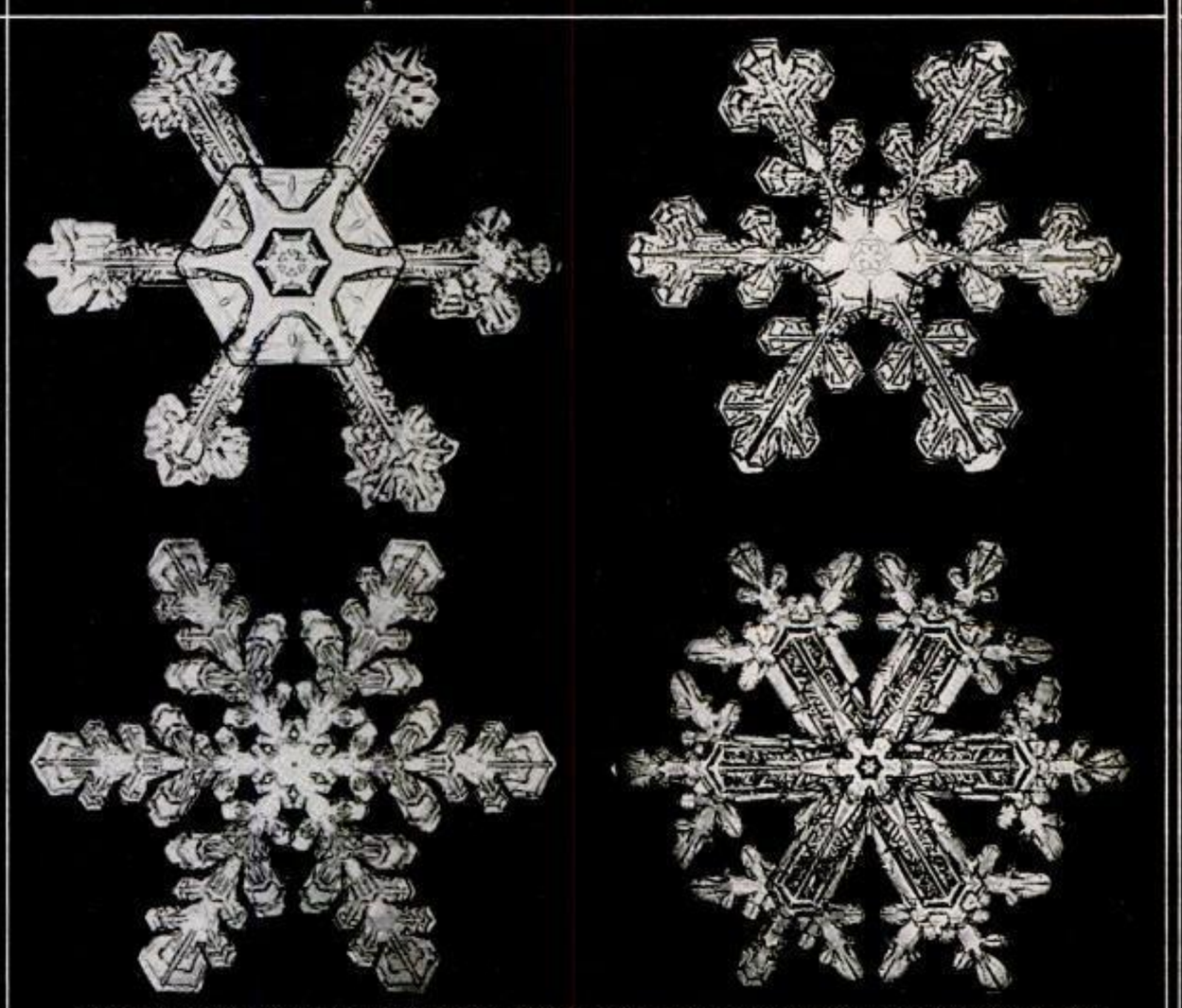
TRIANGLE CRYSTALS (UPPER LEFT) ARE RARE. ALL OTHER CRYSTALS ARE HEXAGONAL



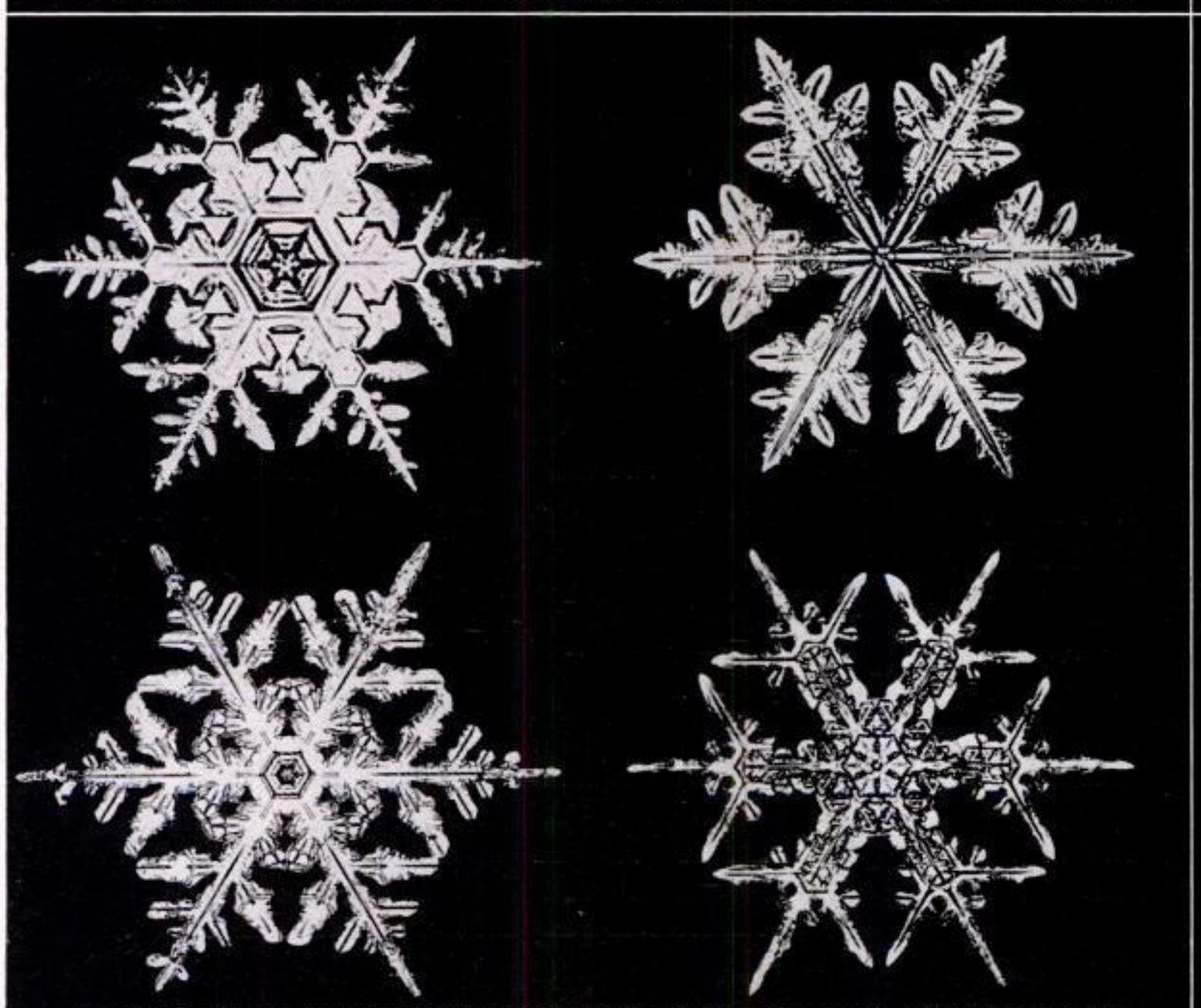
FROM HEXAGON (UPPER LEFT), CRYSTALS PROGRESS INTO MORE ELABORATE PATTERNS



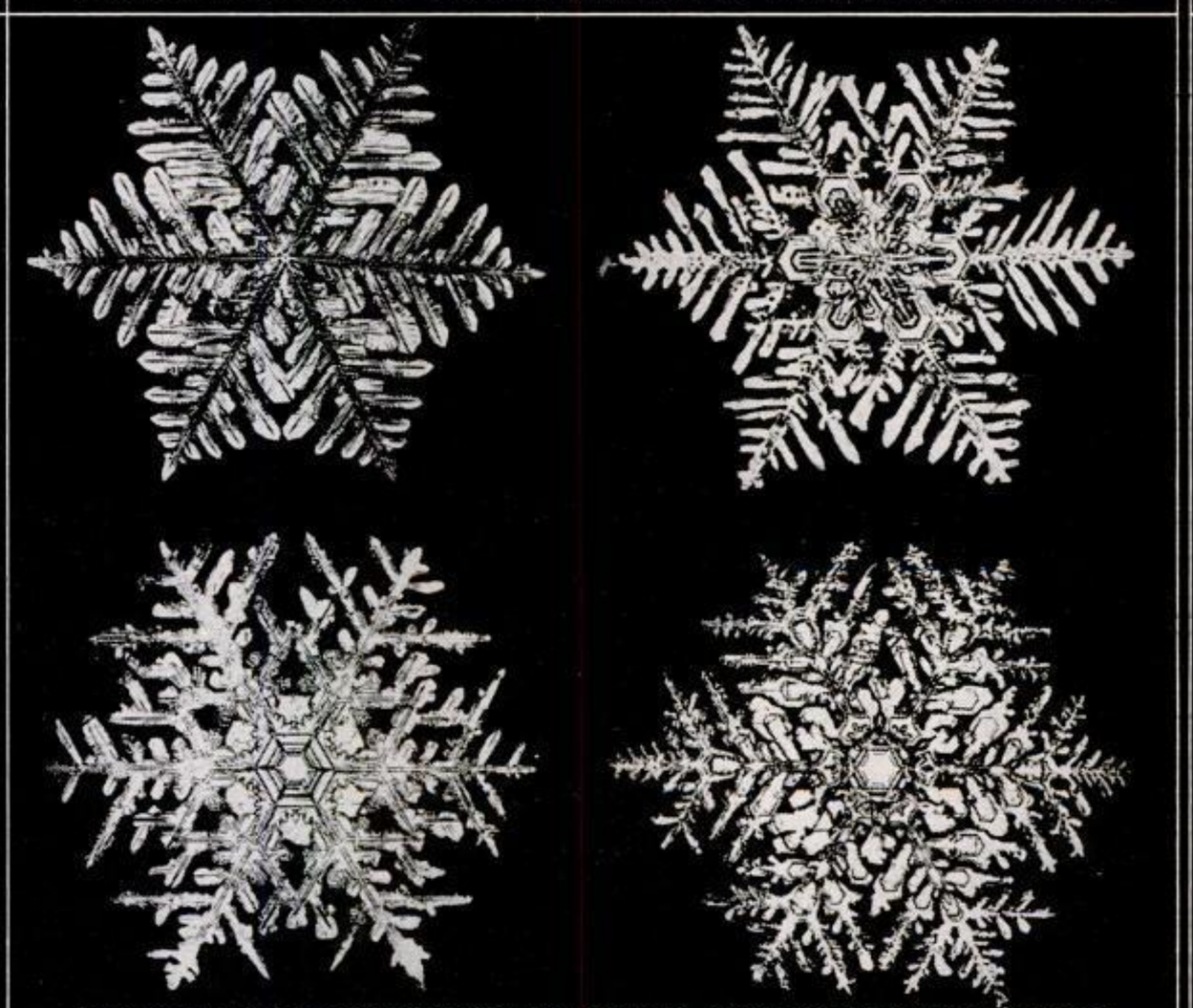
CORNERS OF HEXAGONS SPROUT PROJECTIONS, PROJECTIONS SPROUT MORE ORNAMENT



AROUND TINY CENTRAL HEXAGONS CRYSTALS DEVELOP ELABORATE GOTHIC SPOKES



THESE CRYSTALS, BUILT UP IN WARM TEMPERATURE, HAVE THIN, DELICATE SPOKES



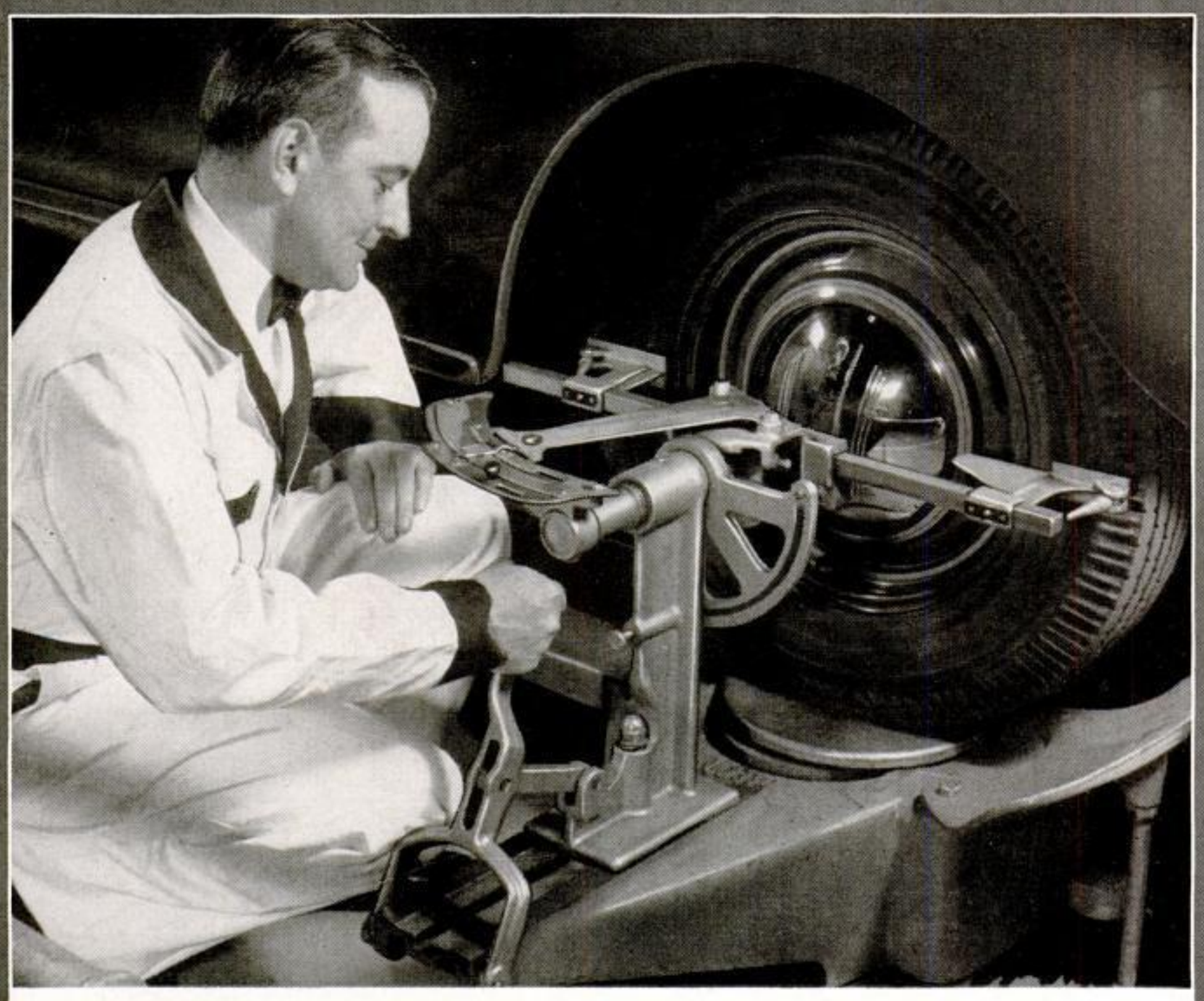
MOST ELABORATE ARE THESE CRYSTALS, WITH THIN, HEAVILY ORNAMENTED BRANCHES

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CHEVROLET

invites the millions of patriotic, forward-looking Chevrolet owners—and, in fact, all motorists—to join with Chevrolet dealers in a great national

"CAR CONSERVATION PLAN"



To conserve rubber—to make your tires last longer—have your steering and wheel alignment checked with this special equipment at your Chevrolet dealer's.

CONSERVE TIRES—ENGINE—TRANSMISSION—EVERY VITAL PART

Chevrolet's new "Car Conservation Plan" is designed to help you *keep your car serving faithfully for the duration,* and invites your cooperation on the following points: (1) Observe the simple, fundamental, thrifty rules of car care, such as keeping tires properly inflated, checking battery, water, oil, etc. . . . (2) Get a simple service "check-up" at your Chevrolet dealer's *now,* and avoid major troubles later. . . . (3) See your Chevrolet dealer *regularly,* because periodical "check-ups" cost little, while neglect brings big repair bills. . . . *Remember*—your car also serves in "America's Victory Program." Keep it serving well by keeping it well serviced.

CHEVROLET MOTOR DIVISION, *General Motors Corporation*
DETROIT, MICHIGAN

CHEVROLET DEALERS SPECIALIZE IN THESE "CONSERVATION SERVICES" for All Makes of Cars and Trucks

1. **TIRE SERVICE** (*to conserve rubber*).
2. **RADIATOR** (*to safeguard cooling system*).
3. **LUBRICATION** (*to conserve motor, chassis*).
4. **BRAKES** (*to preserve lining, etc.*).
5. **MOTOR TUNE-UP** (*to conserve engine and fuel*).
6. **CARBURETOR AND FUEL PUMP** (*to save fuel*).
7. **STEERING AND WHEEL ALIGNMENT** (*makes tires last longer—conserves rubber*).
8. **BODY AND FENDER REPAIR.**
9. **CLUTCH, TRANSMISSION, REAR AXLE.**
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12. **PAINTING, REFINISHING, WASHING, etc.**

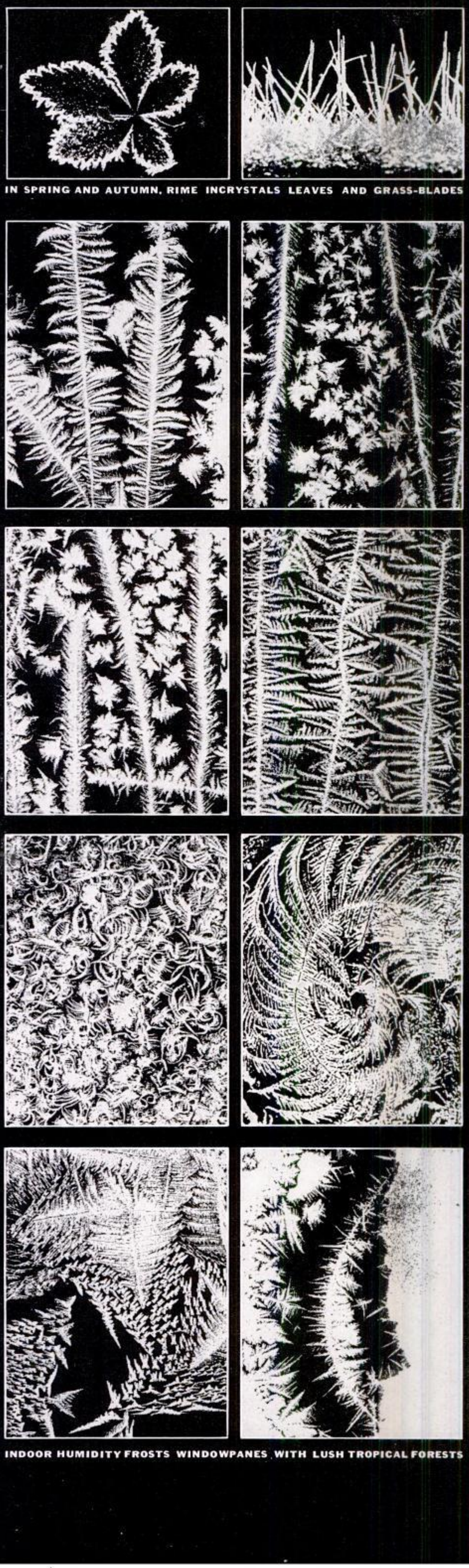
Always **SEE YOUR LOCAL CHEVROLET DEALER FOR SERVICE**

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SPEAKING OF PICTURES

(continued)



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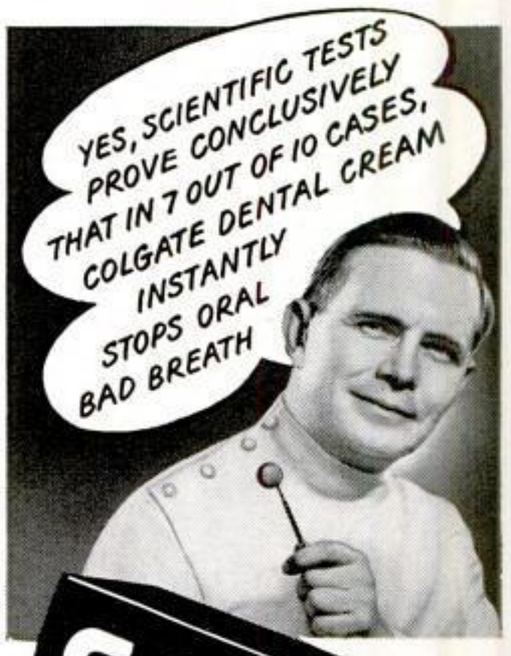
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And Colgate's has a soft, safe polishing agent that cleans enamel thoroughly, yet gently—makes teeth naturally bright, sparkling! So next time you buy toothpaste, buy Colgate's—the toothpaste that does *two* jobs for the price of one!



Play Safe!
TWICE A DAY—
AND BEFORE EVERY DATE—
USE COLGATE DENTAL CREAM

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MacDuff takes a puff by O. Soglow



Says Jenkins, if that monster doesn't cease,
I'll soon be eating off the mantelpiece.

You take it easy, says MacDuff, don't fret.
No man has died of flying-fish-bite yet.

Kentucky Club, with smoke so sweet and swirly,
Has no bite, too, because it's all-white burley.

An attribute which other brands all lack.
I'll fill your pipe with some, IF we get back.

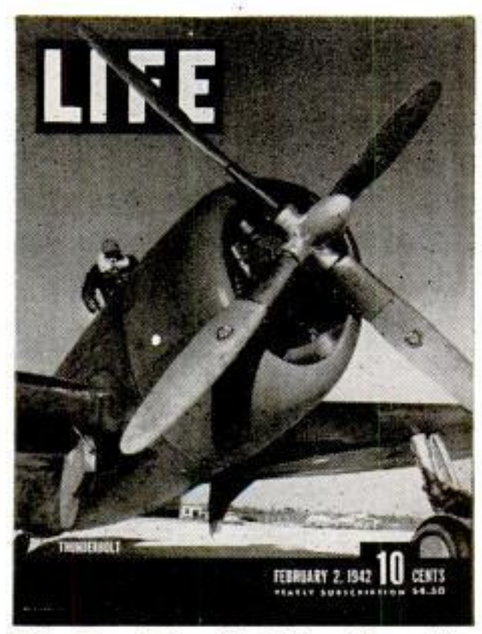
The burley's "white" ... it won't bite!



(No better is known for rollin'-your-own)

PENN TOBACCO CO., WILKES-BARRE, PA.

LIFE'S COVER



The P-47 *Thunderbolt*, whose big nose is shown on this week's cover, has not yet let loose its destructive powers in actual combat. But on the basis of known performance it will probably be the fiercest fighter plane in the U. S. air forces (*see pp. 38-49*). The *Thunderbolt* is designed and built by Republic Aviation Corp. Its 2,000-h.p. air-cooled engine, biggest mass-produced in the U. S., is made by Pratt & Whitney. Its four-bladed propeller is fashioned by Curtiss-Wright. Faster than 400 m.p.h. in level flight, it has power-dived at a screaming 680 m.p.h., tribute to its tough construction and clean design.

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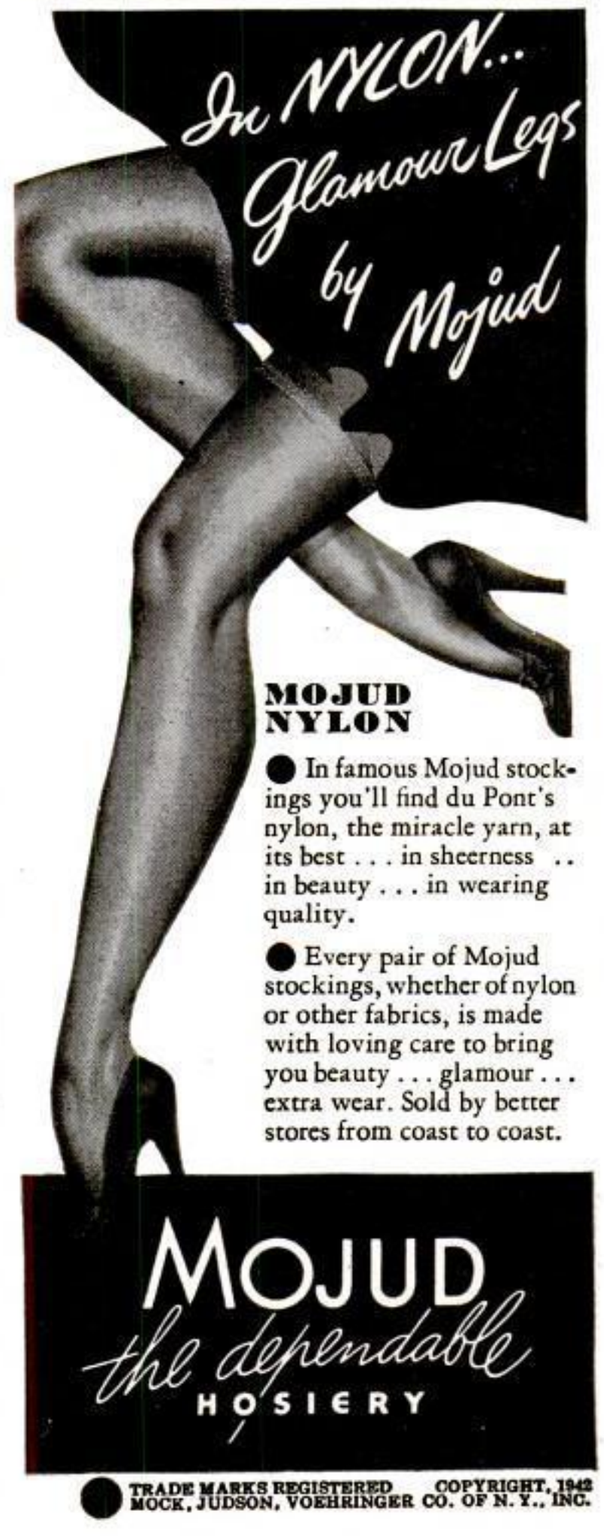
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Vol. 12, No. 5

LIFE

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February 2, 1942

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LIFE'S PICTURES

The glowing portrait of Winston Churchill on page 27 was the result of Yousuf Karsh's clash of wills with the Prime Minister in the Canadian House of Commons. Churchill was too tired to pose, but Karsh made a moving speech. Churchill tried to clamp a cigar in his mouth, but Karsh provided an ash tray for the cigar. Yousuf Karsh is an exile from Armenia, married to a French-Canadian actress. He is one of Canada's best photographers.

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Yes, parents are pretty dumb about some things. They forget to take as good care of themselves as they do of their children. You know how careful mother and dad are about the food they give you kids, how they make sure you *keep regular*. That's why you get those swell California Prunes for breakfast.

Wonder why grown-ups don't take their own advice and keep regular by eating six delicious California Prunes every morning?

A 30-SECOND HEALTH QUIZ

Q. *What is a practical health program that is easy to follow?*

A. (1) Eat well-balanced meals. (2) Get plenty of sleep. (3) Exercise moderately but regularly. (4) Avoid sluggishness by eating six delicious California prunes for breakfast every morning.

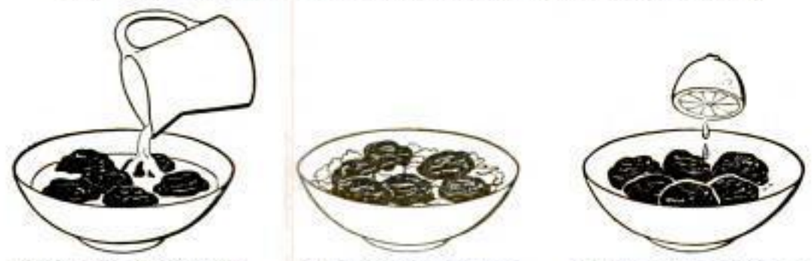
Q. *Do California prunes really correct sluggishness?*

A. Yes, they have a natural regulative effect. That is why doctors generally recommend them for children. California prunes also contain the important vitamins A, B, G (B_2), and are a good source of calcium, phosphorus and iron.

Q. *But don't prunes get tiresome when you eat them every morning?*

A. No. They can be served in many different ways. For example . . .

TRY CALIFORNIA PRUNES THESE 3 DELICIOUS WAYS



1 Serve six California pruneswith milk or cream.

2 Put six tasty prunes on your favorite cereal.

3 Squeeze lemon juice on six California prunes.

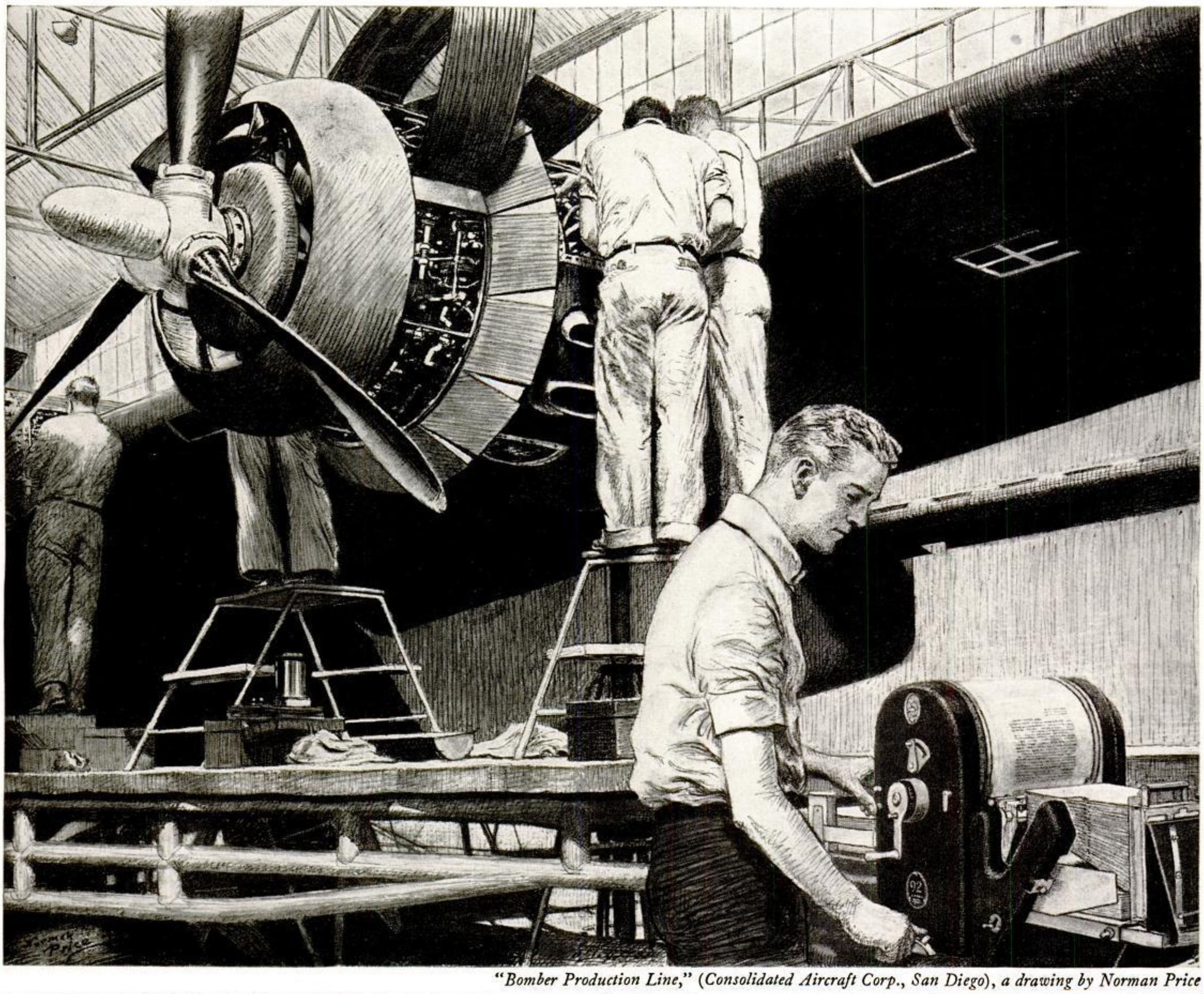
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Under the wings of production



"Bomber Production Line," (Consolidated Aircraft Corp., San Diego), a drawing by Norman Price

It takes 30,000 parts to build a bomber—not counting rivets, nuts and bolts actually by the million . . . These 30,000 parts are built into 650 units . . . and these 650 units become 32 sub-assemblies —wing, fuselage, tail surfaces, rudders.

As the production lines roll, those parts, units and assemblies must move . . . must travel through fabrication to final assembly inspection in exact order and sequence.

Controls that keep lines rolling . . . that keep those parts arriving in the right place at the right time . . . are thousands of tags, called "*tote tickets*." Producing "*tote tickets*"—to guide the whole system and keep it running smoothly—is the responsibility placed upon the Mimeograph duplicator and supplies.

What Mimeograph equipment does for aircraft manufacturers, it is doing for all American industry.

It provides solutions to problems of paper control. . . . It frees executives and employees alike from the burdens of paper work, thereby increases their productive time. It reduces chances for error, cuts losses caused by waste and inefficiency. In combination with its integrated Mimeograph stencil sheets and inks, the Mimeograph duplicator helps gear up industry to meet the needs of a geared-up America.

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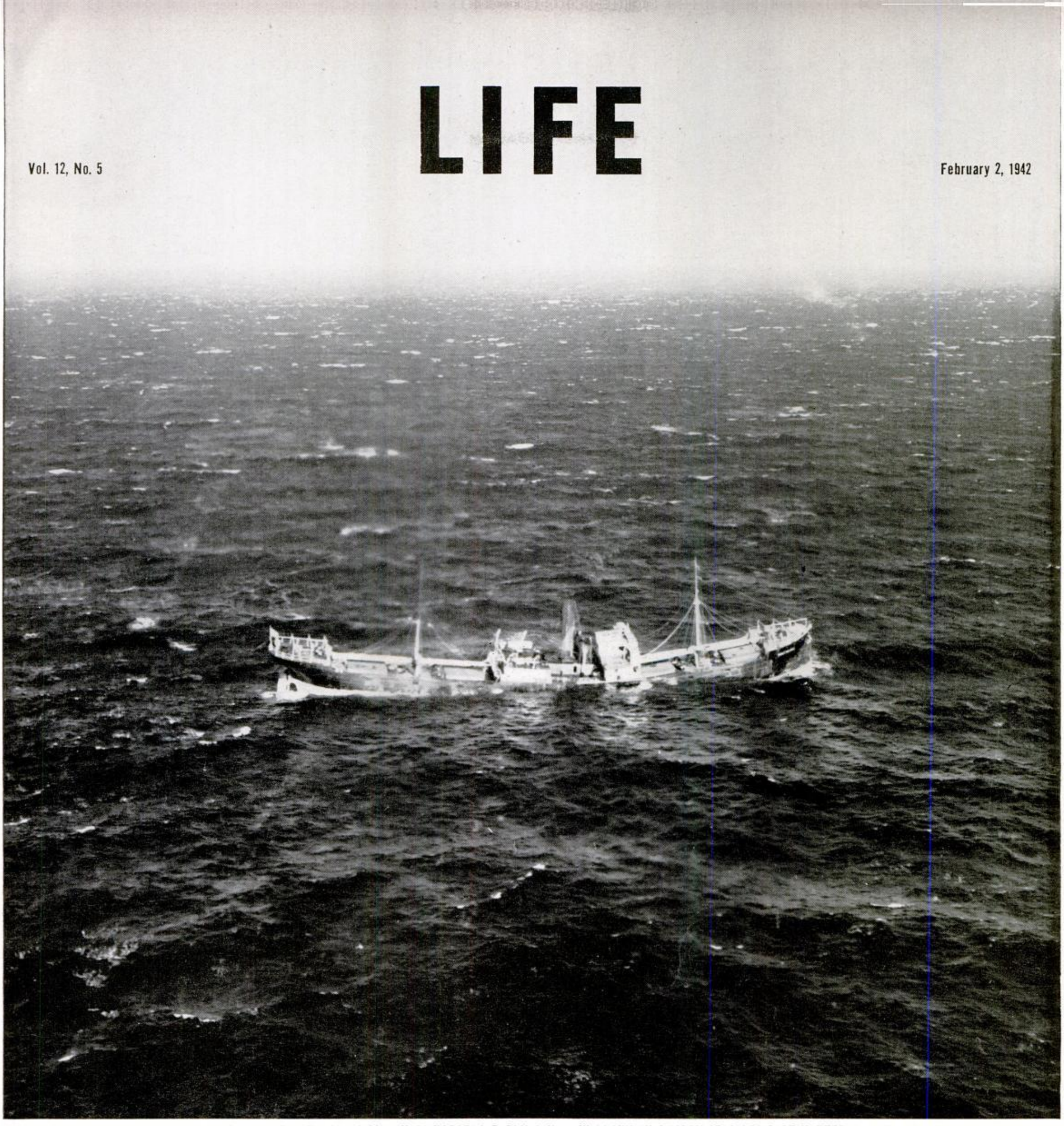
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LIFE

Vol. 12, No. 5 February 2, 1942



THE LATVIAN FREIGHTER "CILTVAIRA," BLASTED AMIDSHIPS BY A NAZI TORPEDO EARLY JAN. 19, WALLOWS IN CHOPPY SEAS OFF CAPE HATTERAS. TWO SEAMEN LOST THEIR LIVES

NAZI SUBMARINE PACKS WAGE WAR ON MERCHANT SHIPPING IN U. S. COASTAL WATERS

Rising darkly in crowded sea lanes off the Atlantic Coast last fortnight, enemy submarines struck savagely and without warning at U. S. and Allied shipping all the way from Cape Hatteras to the Grand Banks. Day after day the torpedoes drove home, until by Jan. 23 the toll of ships attacked had risen to twelve. In many instances facts were obscure, tonnages unannounced, casualties uncertain. But it was clear that at least 90 seamen had lost their lives as the result of submarine activities in U. S. coastal waters. And at least 135 more went down off Nova Scotia's mist-hung shore. From survivors came tales of harrowing experiences in icy January seas and seas aflame with deadly slicks of blazing oil.

During World War I, German U-boats operated audaciously in these intimate waters. But then the U. S. Fleet was fighting a one-ocean, not a two-ocean, war. Last week Nazi strategists were wasting no time taking advantage of American preoccupation in the Pacific. Their underseas offensive was timed, too, to coincide with the Pan-American conference at Rio de Janeiro, where Sumner Welles was fervently endeavoring to convince Latin American statesmen that the U. S. Fleet could protect their shores from harm. What the ultimate effect would be on coastwise shipping schedules, no one ventured to predict. But the sinkings quickly prompted marine underwriters to double war-insurance rates on Atlantic coastwise shipments.

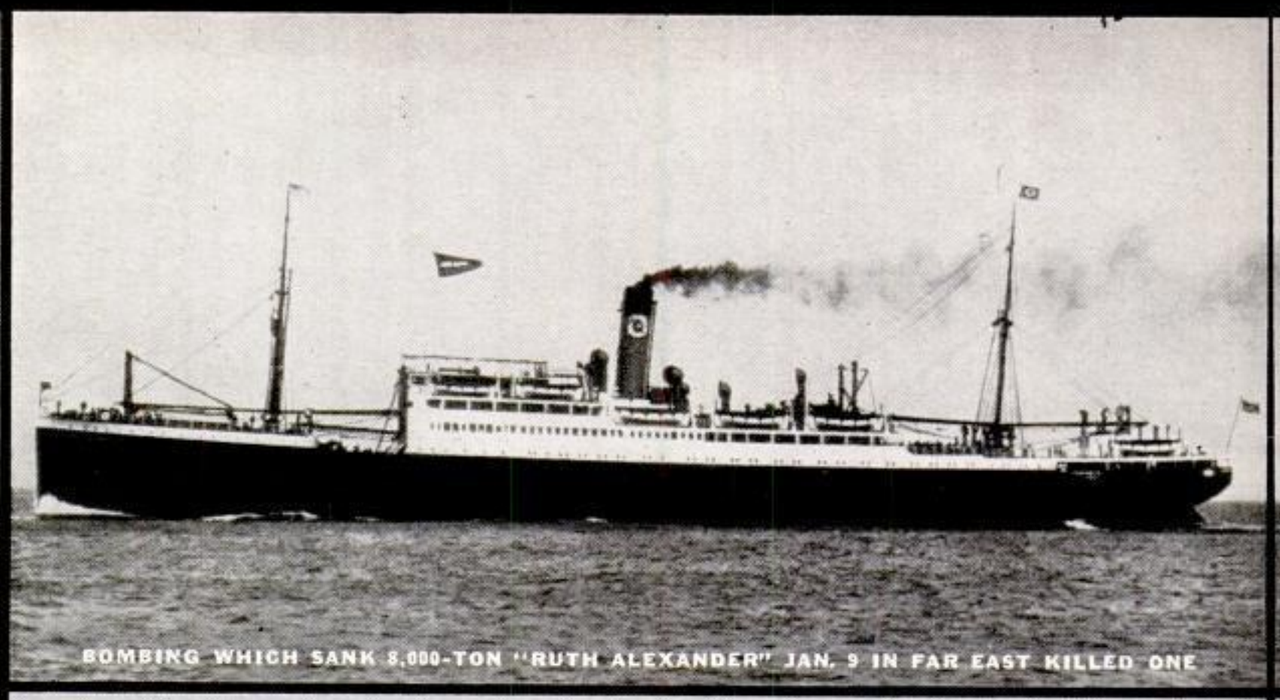
There was one other result. The loss of ships and lives tragically emphasized the urgency of the Navy's *Serve With Silence* campaign, and the significance of its facile slogan, "A slip of the lip may sink a ship" (LIFE, Jan. 26). On Jan. 23 a Navy spokesman in Washington took occasion once again to urge the U. S. public to abjure loose talk. "Whispers and gossip can give information of value and comfort to the enemy," he declared. "If you know something, keep it to yourself. If you hear something, stop its circulation with you—don't pass it on. . . . Even if you have seen a submarine destroyed or captured, keep it to yourself. Let the enemy guess what happened."

With this admonition the Navy released good tidings of the U. S. counteroffensive against Hitler's underseas "excursionists." In a dryly worded communique, the Navy proclaimed: "Some of the recent visitors to our territorial waters will never enjoy the return-trip portion of their voyage. Furthermore, the percentage of two-way traffic is satisfactorily on the decline."

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MATSON FREIGHTER "LAHAINA" SANK DEC. 13 IN MID-PACIFIC, WITH FOUR LOST



BOMBING WHICH SANK 8,000-TON "RUTH ALEXANDER" JAN. 9 IN FAR EAST KILLED ONE



TORPEDOED CALIFORNIA TANKER "EMIDIO" WAS GROUNDED DEC. 23. SIX DIED



ON EAST COAST THE PANAMANIAN TANKER "NORNESS" WENT DOWN WITH TWO MEN JAN. 14



LIFEBOATS SAVED CREW OF TANKER "MONTEBELLO," SUNK ON WEST COAST DEC. 23

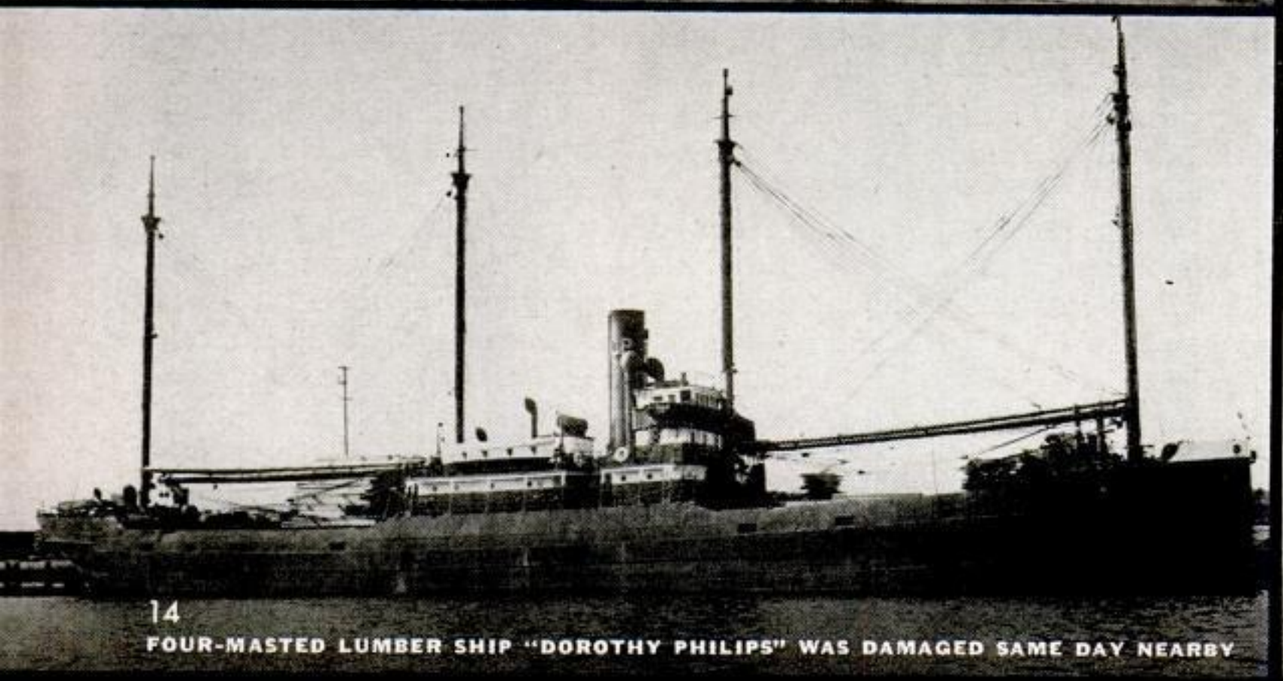
TANKER "ALLAN JACKSON" WAS SET AFLAME JAN. 18. TWENTY-TWO MET FIERY DEATH



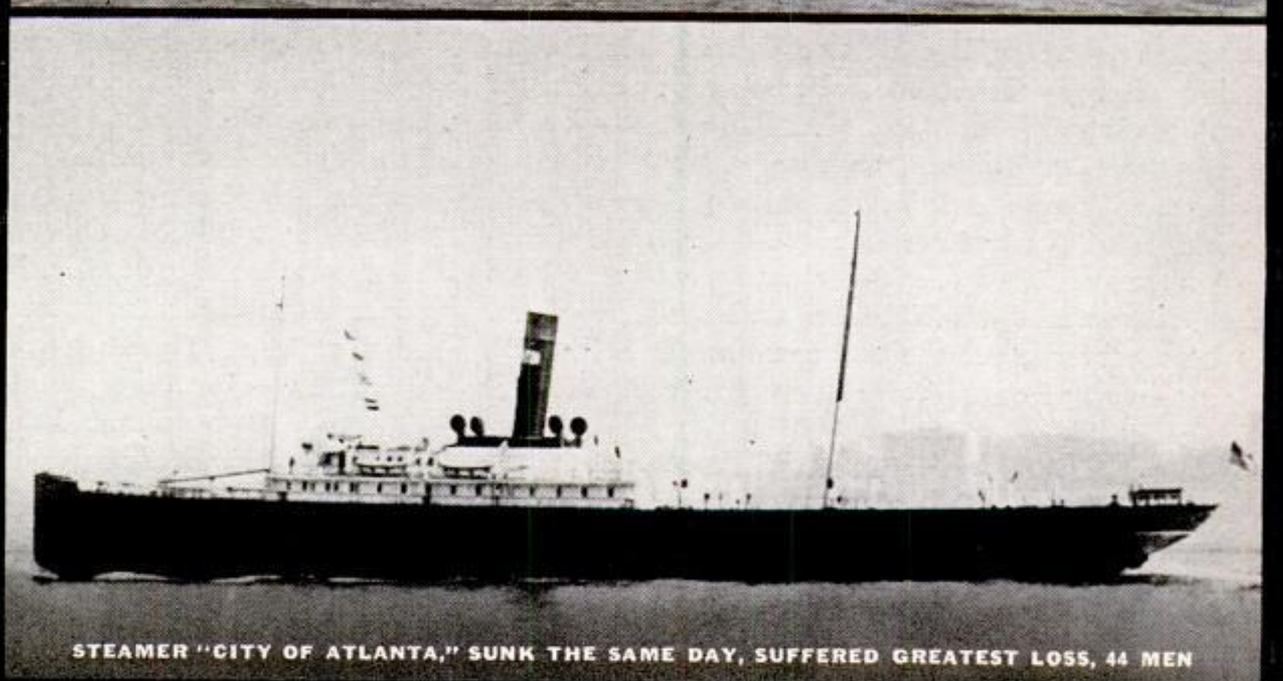
TORPEDOING OF "ABSAROKA" DEC. 24 WAS SEEN FROM SHORE. ONE WAS KILLED



TANKER "MALAY" WAS STRUCK NEXT DAY, LIMPED TO PORT WITH FIVE OF CREW KILLED



FOUR-MASTED LUMBER SHIP "DOROTHY PHILIPS" WAS DAMAGED SAME DAY NEARBY



STEAMER "CITY OF ATLANTA," SUNK THE SAME DAY, SUFFERED GREATEST LOSS, 44 MEN

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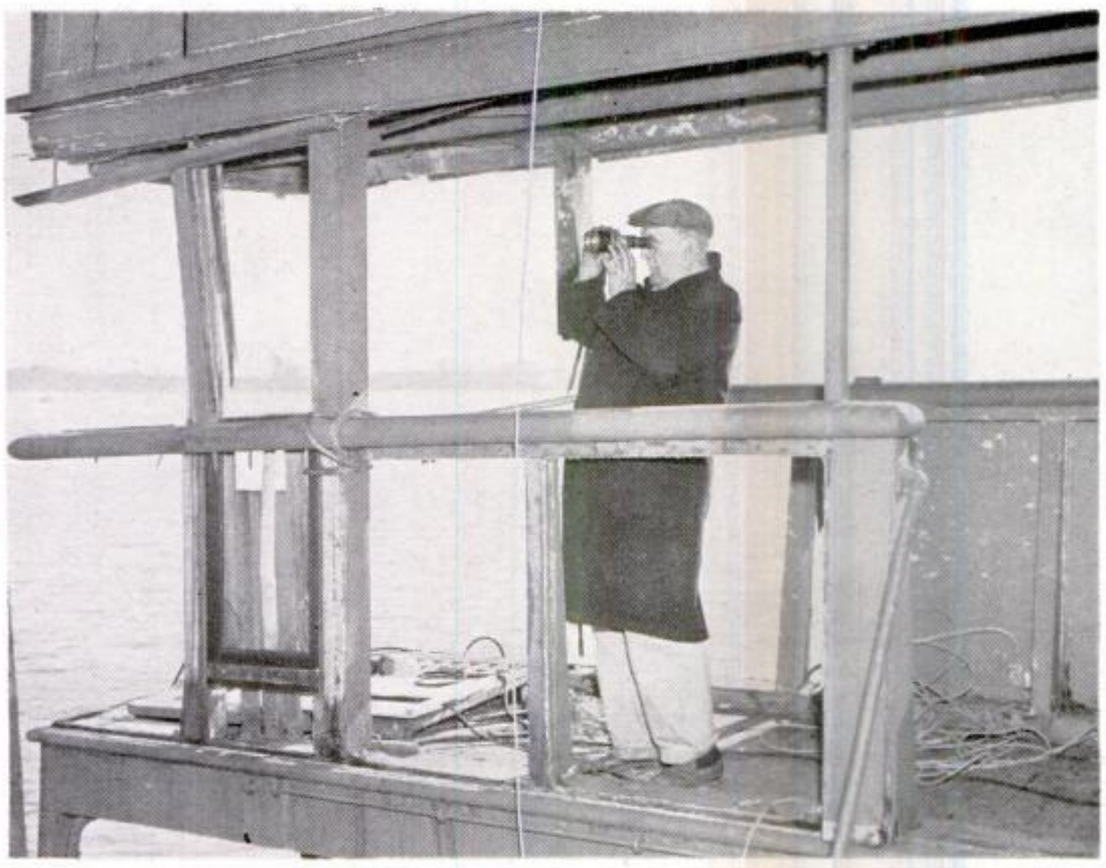


SEAMEN EXAMINE GAPING HOLE IN "MALAY'S" DECK, WHERE PLATES WERE RIPPED FROM RIVETS AND FORCED UPWARD BY EXPLOSION OF TORPEDO DEEP IN BOWELS OF HULL

U. S. TANKER SURVIVES SUB ATTACK AND MAKES PORT UNDER OWN POWER

Of six coastwise vessels attacked by German submarines off the Atlantic Coast last fortnight, only one survived to reach safe harbor again. This was the U. S. tanker *Malay*, which by a curious combination of circumstances managed to withstand a two-hour battering during the dark early morning of Jan. 19. The most important factor in the *Malay*'s escape from destruction was the fact that her cargo tanks were empty. As a consequence she never caught fire.

The *Malay*'s assailant opened attack by sending a shell into the tanker's superstructure. Three other shells exploded in close succession. Then a torpedo streaked across the water and found its mark amidships. Lifeboats were launched and pulled away. Evidently believing that the *Malay* was doomed, the raider vanished in the night. But the empty tanker's compartmentation saved her. Cautiously, the captain and crew returned to their ship, discovered it was not only afloat but navigable. Long hours later the *Malay*, under her own steam, limped into Newport News, Va.



Captain John M. Dodge, 69, skipper of the *Malay*, stands on his shattered bridge as he enters Hampton Roads. He rejected aid from nearby craft when he found his own ship navigable.



Shell holes in the hull plates of the *Malay* are inspected by Seaman Nick Athens. Five of the crew were killed during the attack and abandonment. Three others suffered serious injuries.

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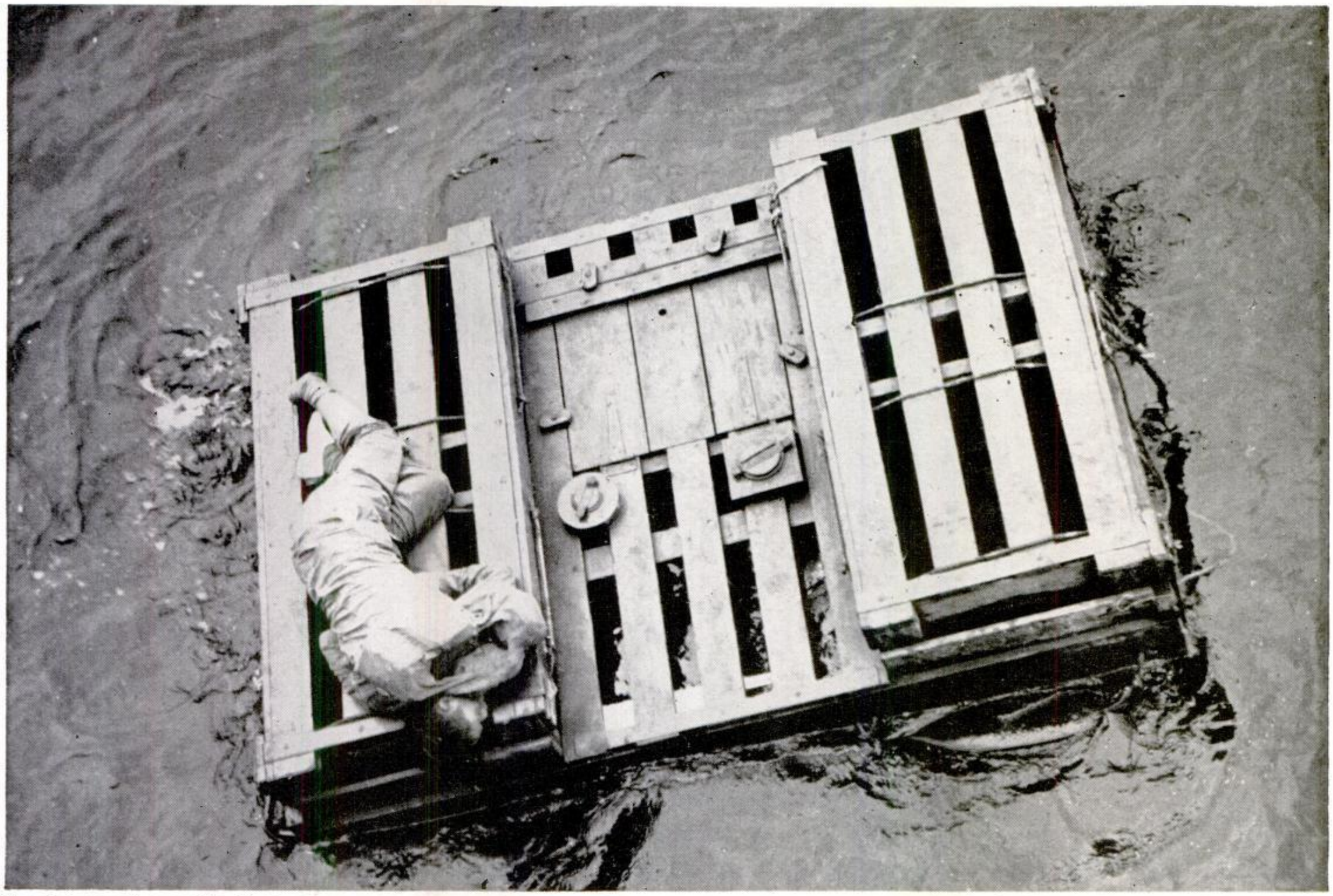


"Allan Jackson" survivors landed at Norfolk with one of the grimmest horror stories of World War II. Two torpedoes, blasting the big tanker squarely amidships, cut its hull in twain. Almost immediately, flaming oil spouted from the *Jackson*'s sides and spread over the cold water. "It seemed the flames were everywhere," said Boatswain Rolf Clausen (*left rear*). "The sea was lighted up for miles in every direction. We had to be careful because the lifeboat was covered with oil. We knew that if we got into the flames, she would catch fire and we would die." As they drew away in the one lifeboat lowered, faint agonized screams from those still on the ship penetrated the advancing curtain of fire. At the end, Seaman Onis May (*right rear*) related: "We could see men being burned to death on deck. But we were helpless." Of the *Jackson*'s crew of 35, only 13 lived to see the shore.



"City of Atlanta" survivors tell their tragic tale to reporters in a Hoboken, N. J. hospital. Of 47 men who floundered in icy waters off Cape Hatteras before dawn, Jan. 19, only three were still alive when help arrived after sunup. One was Oiler Robert Fennell Jr., 22 (*left*), who woke to find the entire wall of his cabin blown away, his right foot shattered and bleeding. Second Officer George Tavelle, 34 (*right*), was on the bridge when the torpedo struck. So sharp was the *Atlanta*'s list that no lifeboats could be launched. "I never saw so many die," said Tavelle. "They tried to cling to bits of wreckage, then they'd slip off one by one." Meanwhile the enemy submarine stood by, barely 50 yd. from the drowning seamen, playing its searchlight on their death struggles. A few had strength enough to curse. Tavelle heard them yelling, "Wish we could get our hands on you, you goddam Heinies!"

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Sprawled unconscious on a life raft, a lone Chinese seaman, who survived the torpedoing of an unnamed merchant vessel 160 miles off the bleak Nova Scotia coast, drifts alongside the minesweeper H. M. C. S. *Red Deer*. A handful of other survivors, frostbitten and weak from exposure to bitter North Atlantic winds, were picked up at the same time. But it was thought that more than 90 others lost their lives. Roadsteads leading to Halifax were among the chief hunting grounds of German submarines that ranged the Atlantic littoral last fortnight. Not until Jan. 22 was it revealed that the U-boat pack's first victim had been sunk off St. Pierre ten days before. This was the Norwegian freighter *Frisco*. In laconic bulletins the Canadians also reported the torpedoing of one Russian, one British and one Panamanian freighter off Nova Scotia from Jan. 12 to Jan. 21.



The tanker "Coimbra" settles in an oily slick off the Long Island coast, 100 miles east of New York. Torpedoed during the night of Jan. 14–15, the *Coimbra* was the second tanker in 48 hours to go down in waters off Long Island's south shore. First reports of the *Coimbra* disaster came from a Coast Guard patrol plane which spotted the survivors on rafts near the slowly sinking tanker. For 36 hours the Navy withheld all information while rumors raced wildly up and down the Long Island shore. Finally a curt bulletin from Washington announced that "an unknown number of survivors" had been picked up. It was learned later that there had been three or four casualties. Lloyd's lists the *Coimbra* as British, though the Navy described it only as "flying the flag of a foreign ally." The picture shown here was taken and released by the First Air Force at Mitchel Field, N. Y.

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LIFE ON THE NEWSFRONTS OF THE WORLD

ABCD forces snare Jap ships and planes but enemy advances on land, invading Burma and Australia

Last week the big and little animals of the world, supposedly superseded by mechanized war, began to come back into their own. Horses enabled Red cavalry to charge across the plains, and sleds drawn by dogs carried snipers far behind the retreating German lines. In faraway Burma, Japanese and Thai troops suddenly emerged out of the jungles riding elephants. With an effect all out of proportion to its size, the lowly louse was proving to be one of the best allies the U. S., Russia and Britain ever had by carrying typhus germs around eastern Europe and reportedly to the very citadel of Berlin. The little creature even rated an entire cartoon in the New York *Daily News*.

But while the animals were assuming a rightful role, there was still plenty of fighting for man to do. On the sea and in the air the Allies had their best week since the Far Eastern war began. ABCD ships and planes sank or destroyed 20 enemy warships and transports. In the great tradition of Hobson, Lieutenant John D. Bulkeley ran a fast little U. S. torpedo boat into Subic Bay in Luzon, torpedoed a 5,000-ton ship and escaped.

In the air the influence of Allied plane reinforcements began to be felt. Hurricane fighters at last gave Singapore some measure of rest. In one of the biggest Allied raids of the Far Eastern war, 57 American and Chinese planes, bombers protected by fighters, heavily raided Jap bases in French Indo-China. When the Japs tried to reciprocate by raiding Rangoon, R. A. F. and American volunteer fliers downed 32 of them.



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ADVANCE OF LOUSE

On the land, however, the Japs continued to have matters pretty much their way. On Luzon the 14th Jap Army of 200,000 men, commanded by Lieutenant General Masaharu Homma, was attacking the tired forces of General MacArthur "all out" and around the clock. The defenders were forced to fall back. Burma was invaded by Japs and their Thai accomplices, who pushed back the British to the old Kipling city of Moulmein.

Flushed with these victories and racing against time, the Japs invaded outlying Australian territory for the first time in history. In a quick succession of hops, skips and jumps, they landed on New Britain and the Solomon Islands and New Guinea, only some 100 miles from the northern Australian shore. "The peril," said Australia's Labor Prime Minister John Curtin, "is nearer, clearer and deadlier than ever before."



HOMMA

While the Far East last week remained a bad dream the Allies would like to forget, the fighting in Russia was something they would like to remember. Although checked in the Crimea, the Reds finally broke the back of the Nazi front before Moscow by recapturing Mozhaisk, and although the "100,000" prisoners the Russians had hoped to trap had mysteriously vanished, the road to Vyazma and Smolensk lay ahead. This victory was capped 48 hours later by news that another Russian army, advancing 65 miles in ten days, had battered its way over 17,000 dead Germans to within 110 miles of the Latvian frontier.

The best picture of the Russian front was offered last week by Sir Stafford Cripps, until recently British Ambassador to Moscow. According to Cripps, the Russians have 9,000,000 men under arms and their armies will be twice as strong this spring as when first attacked. Next fall and winter they "intend to make the conquest of Germany absolutely complete and thorough." But speaking of the present he wisely warned: "The German Army is not routed, as losses on both sides are extremely heavy and the Germans are fighting to the last man."



CURTIN

●

Servant Problem. The King and Queen of Great Britain last week announced their plans to move from Buckingham Palace, home of Britain's rulers for 104 years, to a "modest flat," with its own front door and private elevator, which is being redecorated for them on the fourth floor of a new steel-and-concrete office building in London's West End. Never "palace-minded," the King and Queen have long desired to move to less pretentious quarters. But their move is dictated at this time because so many of the Palace staff have been called to the colors that not enough servants remain to operate properly Buckingham's 400 rooms.

●

C.I.O. vs. John Lewis. John L. Lewis tried to make a deal with his labor enemies without consulting his labor pals. As an attempt to bring either peace to labor or prestige to Lewis, the move failed.

Lewis suddenly and surprisingly proposed that A. F. of L. and the C. I. O. make peace. But instead of having first talked things over with his old friend and chief, Philip Murray, president of the C. I. O., Lewis had talked them over with A. F. of L. men, including his old enemy, William Hutcheson of the Carpenters' Union. Out of the talks came a reported plan to make A. F. of L.'s Secretary-Treasurer George Meany, an honest labor leader of no great stature, head of the new combined C. I. O.-A. F. of L. Lewis would get one of the vice presidencies. Murray would be secretary-treasurer.



MEANY

Murray was furious. He said nobody could trade him for a job, made it clear that the C. I. O. would have no part of Lewis' scheme. The A. F. of L. uttered pious mumblings to the effect that peace would be wonderful but that John Lewis was a double-crosser. The kibosh was put on the plan by one of the many former friends and present enemies of John L. Lewis —Franklin Roosevelt. Instead of peace, the President proposed a truce, got the two rival organizations to set up a six-man board to work with him. Maybe, if truce worked, peace would come.

●

Japs, Brits, Germs. The Germans took exception to the "insulting" practice in the British and American press of referring to the Japanese as "Japs." In retaliation the German radio began calling the British "Brits." U. S. editors toyed with the too-perfect counter-blow: calling the Germans "Germs."

Pearl Harbor Report. Blame for the Pearl Harbor disaster was fixed in a straight-from-the-shoulder report by the investigation commission headed by Supreme Court Justice Roberts. The report accused Admiral Husband E. Kimmel, then Commander in Chief of the Pacific Fleet, and General Walter C. Short, commander of the Army's Hawaiian Department, of "dereliction of duty." Though warned from Washington that war was imminent, the Commission found they failed to take proper precautions and failed to consult with each other on joint plans. The Navy maintained no long-distance air reconnaissance and the Army no inshore patrol; anti-aircraft batteries were not manned nor furnished with ammunition; aircraft were not on the ready. Temporary aircraft-warning systems had been installed but General Short had ordered them manned only from 4 to 7 a. m. On Dec. 7 the system shut down at 7 a. m. but one noncom was still there at 7:02 and located what he thought was a "large flight of planes" about 130 miles northeast of Oahu. This was reported to a lieutenant at a central information center who assumed the planes were U. S. aircraft expected in the vicinity, therefore took no action. Admiral Kimmel, General Short, Admiral C. C. Bloch and their senior subordinates, the Commission found, had considered the possibility of air attack but "without exception they believed that the chances of such a raid while the Pacific Fleet was based upon Pearl Harbor were practically nil."

Running down the rumor that personnel was on weekend leave when the attack came, the Board found that officers and men were on duty in sufficient number and in fit condition and that drinking the night before did not, except for a negligible number, affect their efficiency.

Most striking new fact: at 6:30 on the morning of the attack a small submarine was located and sunk by U. S. ships off Pearl Harbor. A report of this action reached the base at 7:12 but no alert warning was issued. At 7:55 the Japanese attack began.

PICTURE OF THE WEEK

On Jan. 15 in Rio de Janeiro, U. S. Undersecretary of State Sumner Welles mounted the steps of Tiradentes Palace, scene of the Emergency Conference of American Foreign Ministers, which opened the same day. A U. S. flag, flanked by the emblems of Brazilian student and labor organizations, waved nearby. Government workers packed the balconies under the portico to have a good look at the visiting American. From the excitable Latin crowd Welles received an enthusiastic ovation. Though proverbially as cold as an iceberg—possibly because crowds in the U. S. have never cheered him—Mr. Welles melted beneath the warmth of Brazil's reception. He waved his hat, expanded his chest and beamed from ear to ear.

Last week the conference was nearing the completion of its tasks. It had not been able to line up the remaining neutral nations in Latin America behind the U. S. and the other ten Pan-American nations already at war, to the point where the neutrals would "resolve" to sever all relations with the Axis. But it agreed on a compromise, acceptable finally to Chile and the Argentine, whereby they would "recommend" such action to their governments. Twenty-four hours later Peru acted on this recommendation and broke off all relations with Germany, Italy and Japan.

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Sumner Welles responds to warm Latin cheers at Rio conference

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Remnants from the German Air Force that met British in battle litter dump heap in Libya's Derna airdrome

RUINS IN AFRICA

BRITISH MAKE SOME GERMAN PLANES AS OBSOLETE AS AN ANCIENT GREEK CITY

The war in North Africa opened 1942 with an extraordinary collection of ruins. As the advancing British struck through the high massifs of the Jebel Akhdar, they came upon the ruin of Cyrene, 2,600 years old and a ruin for 15 centuries (*right and below*). Cyrene had been one of the most civilized capitals in the world, a center of learning and luxury and peace, but it had not been able to defend itself. The scene at right shows where the Greek settlers, in the Seventh Century B.C., first built their city, which they named for a girl friend of Apollo. They worked up to a republic but they were defeated by the Egyptians and Libyans, submitted to Alexander the Great, passed under Roman rule. At its height Cyrene had a great medical school, a clique of philosophers, and knew that the earth is round. Superb sculptures (now in the British Museum) decorated the Temple of Apollo at right, and a rich commerce came down the road from the port of Apollonia. But Cyrene became a subject city and at length the desert lizards warmed themselves on its toppled marbles.

On Dec. 22 British troops from faraway India slogged north past Cyrene, trying to catch up with the retreating Germans and Italians. They gave Cyrene hardly a glance.

More modern and pleasing ruins were the German planes (*left*) at the Derna airdrome, 50 miles east of Cyrene. They had been knocked out by British bombers, British fighters and the accidents of operation. At upper left are two German bombers, stripped of engines. At right center are several German fighters. The shells of perhaps a dozen German planes are visible.

Not included among the ruins of North Africa was the "defeated" army of German General Rommel, which last week leaped out of its strong point at El Agheila and in 48 hours pushed the British back 75 miles. The tide of battle which had swept west in 1940, east in early 1941, west in late 1941, was now threatening to sweep east once more past the impassive monuments of ancient Cyrene.

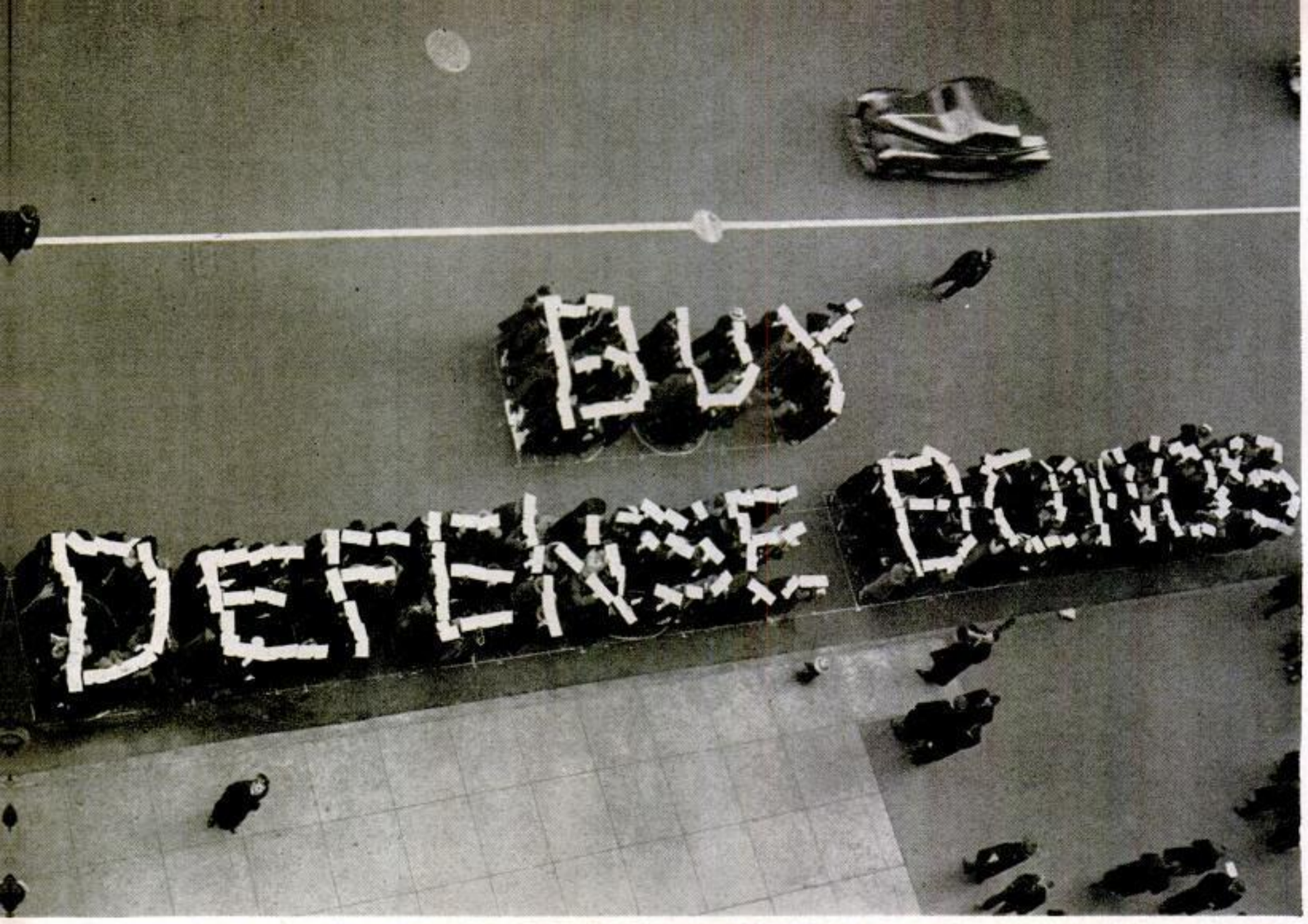


British soldiers advance up front steps of the Temple of Apollo (*see upper right*), first built by Greeks in 600 B.C. on the mountains of North Africa.

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The ruins of Cyrene, mentioned several times in the Bible, lie beneath British troops marching north toward the Libyan coast. Colonnade marks Temple of Apollo Carneius. Altar is in front, Temple of Artemis to right, theater at upper right, city wall on hillcrest. Biggest spring, the Fount of Apollo, is in the square dark hole on upper hillside. Population was once 100,000.

A German ammunition dump is bombed by the British. Here four sticks of about seven bombs each explode across the regular pattern of pits superficially camouflaged by camel's-thorn. Direct hits are necessary, since these shells and bombs are buried without their detonating fuses. The Germans have given the position away by making spaces between the pits far too regular.



EMPLOYES OF HEARNS DEPARTMENT STORE CARRY THEIR MESSAGE IN A PARADE ALONG NEW YORK'S 14TH STREET



IN LOS ANGELES BUYERS' STAMPS ARE LICKED BY DOROTHY



STAMP GIRL WORKS ON FLORIDA TRAIN



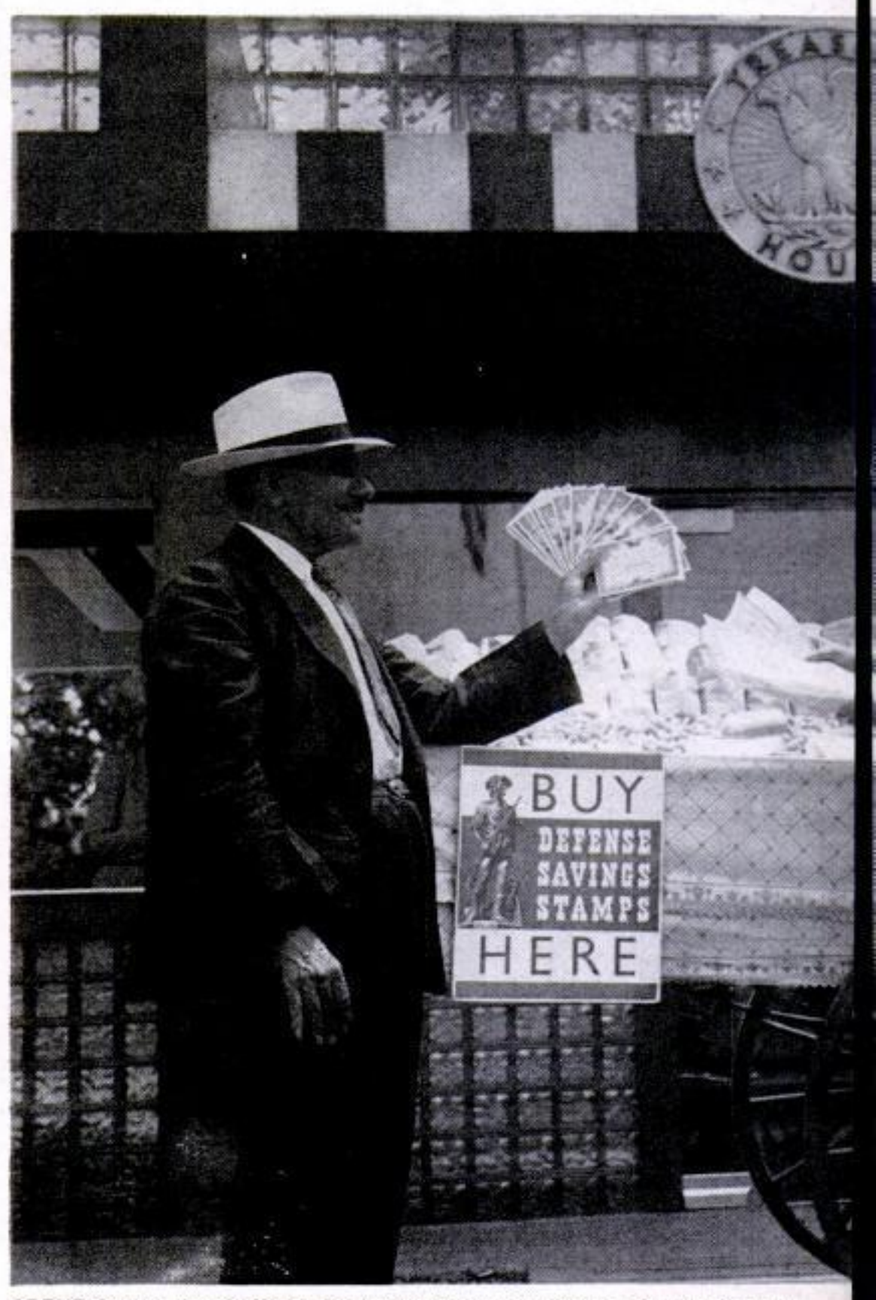
THE MAYOR OF MIAMI GETS A KISS FOR BUYING A $25 DEFENSE BOND

SABU, THE ELEPHANT BOY, BEGINS HIS NATIONWIDE TOUR BY SELLING FIRST STAMPS TO N. Y. HIGH-SCHOOL GIRLS



U. S. PUBLIC PUTS ITS MONEY

As Americans overseas last week fought their enemies with courage and determination, Americans at home generously poured their cash into defense bonds and stamps. Since Dec. 7, when war engulfed the U. S., the public has purchased a record-breaking $1,300,000,000 in bonds, $55,000,000 in stamps. The stamps can be purchased in denominations from 10¢ to $5 over department-store counters, at street corners, in schools, offices, grocery stores. They are peddled by newsboys everywhere. But to



STEVE VASILAKOS, WHO HAS PEDDLED PEANUTS BEFORE THE

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LAMOUR, STAMP GIRLS MARY GLEASON AND JEAN KINDLEY

INTO WAR BONDS AND STAMPS

buy a bond a citizen must present himself at a bank or post office, file a formal application.

Caught unprepared by the spontaneous wave of investment, the Government had not yet organized its defense savings drive on a nationwide scale. But in cities from coast to coast local promoters boosted sales with enthusiasm, ingenuity and resource. Industry co-operated extensively, put on stunts similar to Standard Oil's highly successful Defense House in Los Angeles (*upper right*).



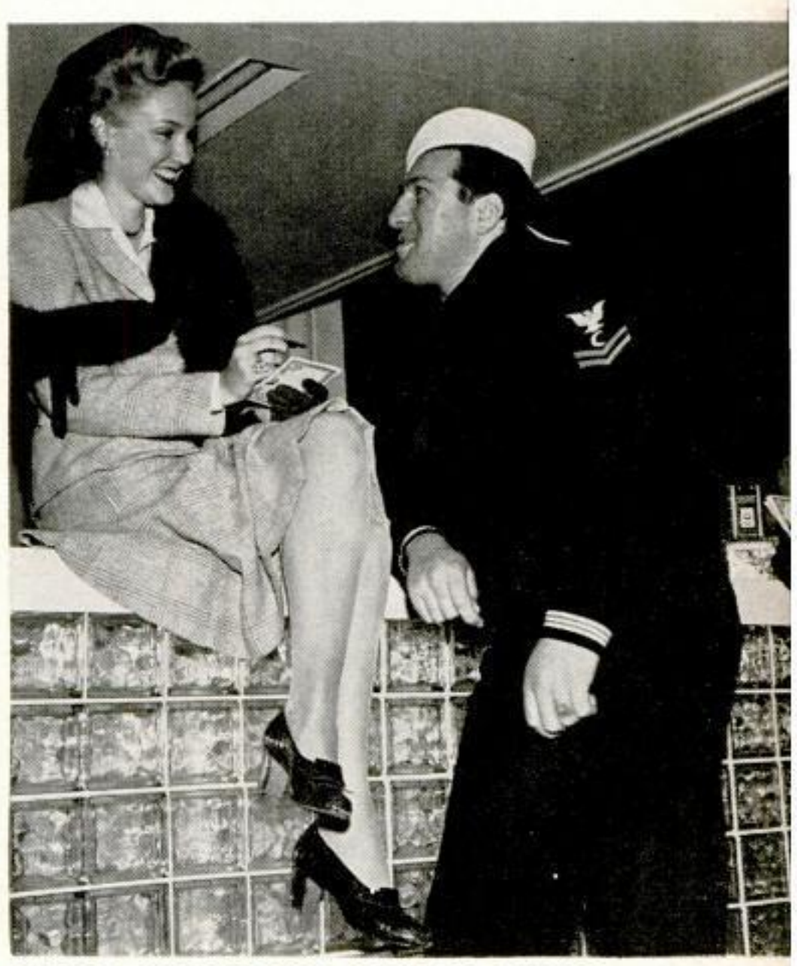
WHITE HOUSE FOR 30 YEARS, NOW SELLS DEFENSE STAMPS



DEFENSE HOUSE SELLS $5,000 OF STAMPS DAILY, MOTORS THE PROSPECTIVE BOND BUYERS FREE TO NEAREST BANK



A UTICA, N. Y. STAMP GIRL WEARS SALES RECEIPTS AROUND NECK



GEORGIA CARROLL SELLS STAMP TO A SAILOR

DANCER VIVI BROWN AND CHORUS FROM A LOS ANGELES NIGHT CLUB LEND THEIR SERVICES TO DEFENSE HOUSE



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SINGAPORE BOMBING

JAPS STRIKE EARLY AT HEART OF THE CITY

Exactly three hours after Japanese planes bombed Pearl Harbor, nine other Japanese planes appeared over Singapore, to the great city's complete surprise. It was 4:10 a. m. Dec. 8 by Singapore time. No air-raid warning had been given, though the Japs had landed in northern Malaya three hours before. No blackout was attempted. The Japs calmly dropped their bombs on the sleeping, night-lit city of half a million and went home. After the raid was over, Singapore's A. R. P. belatedly swung into action clearing up the mess (*below*). The main objects of the attack were the Chinese quarter and the business heart of Singapore, notably Raffles Place (*right*) near the shore front. The objective may have been the bridges over the Singapore River. The raid was repeated the next dawn. Then Singapore enjoyed immunity until the night of Dec. 29, when it got four air raids. Since then it has lost approximately 500 in killed. With the Japs only 60 miles away, Singapore has begun to act like a fortress.



EARLY RISERS INSPECT BOMB CRATER AT THE NORTH END OF BUSY RAFFLES PLACE



THE BOMBING RUBBLE IN A SINGAPORE STREET IS CLEANED UP BY NATIVE LABORERS



BOMBS STRUCK CITY AND PARKED VEHICLES LIKE THIS WITHOUT WARNING AT DAWN



AN INJURED MAN IS CARRIED FACE DOWN ON STRETCHER IN THE CHINESE QUARTER



THE NEAT WHITE VILLAS OF SINGAPORE'S WHITE MEN ARE SPLATTERED BY BOMBS

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TOMATOES FOR ENGLAND!

So important for England's health, tomatoes occupy valuable cargo space in crossing convoys.



TOMATOES FOR OUR BOYS!

For their health-building vitamins tomatoes rate high on Army and Navy diet lists.



TOMATOES FOR YOU!

Good health, good spirits are very important today. Uncle Sam says "Eat more tomatoes".





SO GOOD TO EAT—SO GOOD FOR YOU—NO WONDER IT'S THE FAVORITE SOUP!

High up on the list of health-protective **foods come** tomatoes. And into Campbell's **Tomato** Soup go the finest tomatoes that **grow! They're** plump and smooth and red **. . . and just about bursting with** luscious **flavor. These, and fine table** butter, **and** a **touch of seasoning, are blended and** cooked **according to Campbell's exclusive recipe.**

Good soup is more popular than ever these **days, and now, more than ever** before, **people are saying "Let's have Campbell's Tomato Soup . . . let's have it often!"**

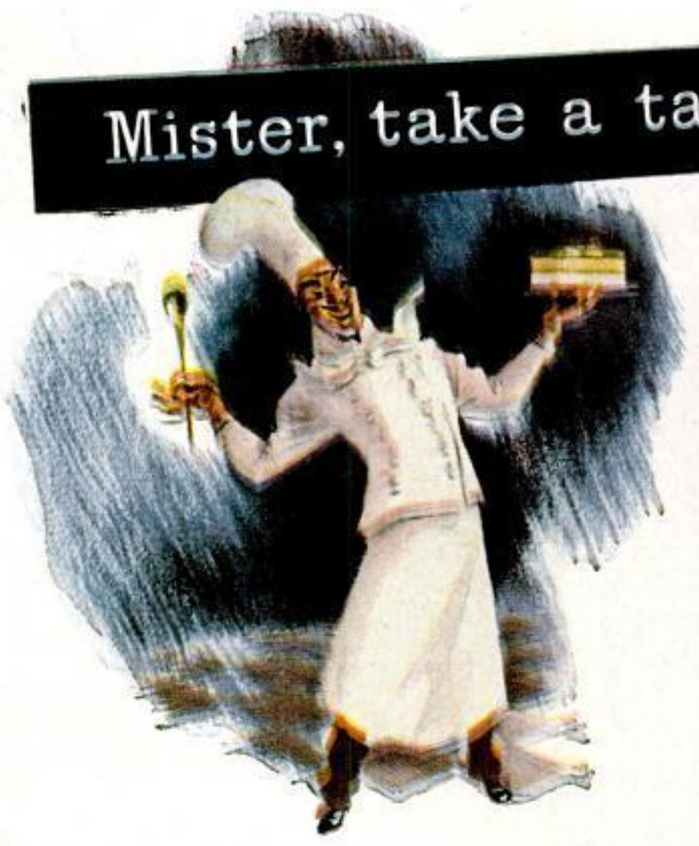


EXTRA-NOURISHING....IF YOU MAKE IT CREAM OF TOMATO

Sometimes—**to please your family—serve** Campbell's Tomato **Soup as cream of tomato.** Rich, smooth, **deeply satisfying, it's tops in** taste. And, **with the benefits of tomatoes** plus milk, **it's tops in nourishment, too . . .** extra-bracing **to keen winter appetites. To** prepare, **simply add an equal quantity of** milk, instead **of water. Easy as that, you have** a dish to **perk up family lunches or suppers.**

Campbell's TOMATO SOUP

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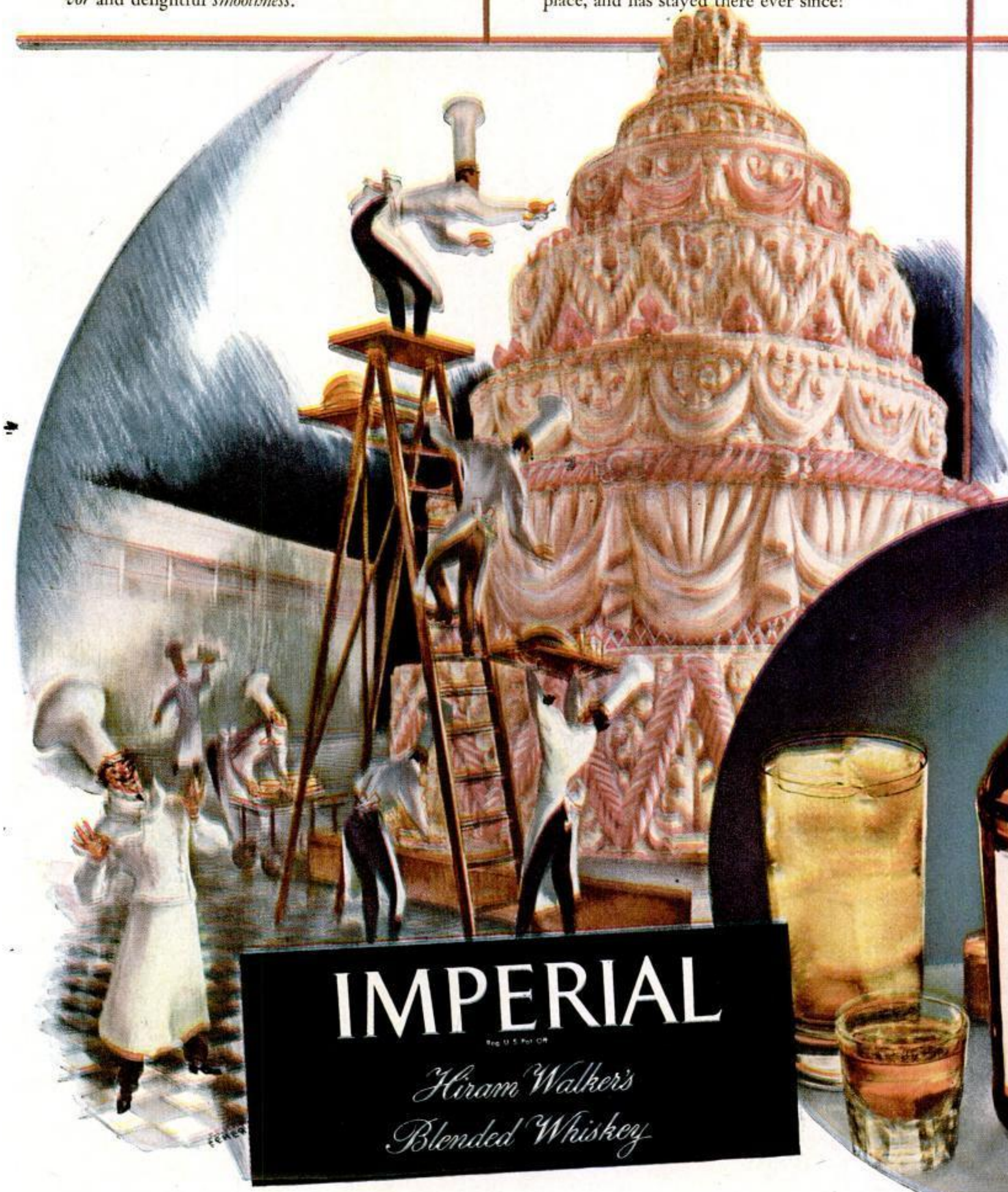
1. Some cookie! The moment IMPERIAL popped out of the "oven" we knew it had the right recipe for success! Even hard-to-please whiskey experts had their eyes widened by IMPERIAL'S mouth-watering *aroma*, superb *flavor* and delightful *smoothness*.



2. Some cake! Wherever it was introduced, in state after state, IMPERIAL'S success was phenomenal. And *swift*. Listen to this: in Michigan, for instance—this superb whiskey hopped ahead of 332 long-established brands to reach first place, and has stayed there ever since!



3. Some triumph! Today—IMPERIAL is the fastest-growing whiskey in all America. And one taste will tell you *why!* Try this great whiskey at your bar—or take home a tryout bottle. See for yourself why this whiskey "takes the cake"!



Great for 2 big reasons!

1. Imperial is "velveted"—*for extra smoothness.* Choice spirits actually *made in the same stills* as the rare base whiskies are then "velveted" by a method similar to the softening of spirits used in making fine Scotch.

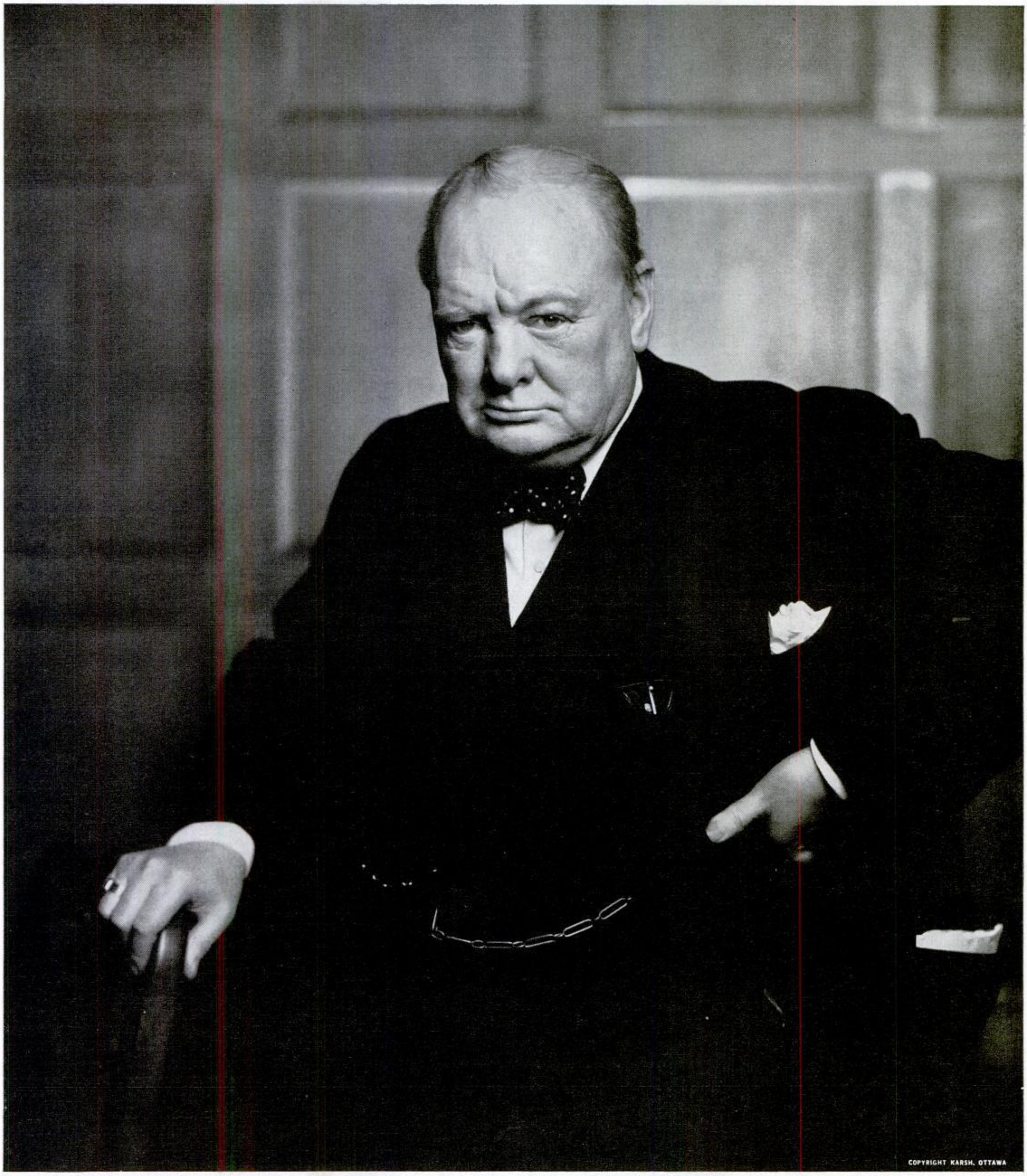
2. Imperial is "flavor-peaked"—*for extra richness.* This superb American blend has that expensive, "imported-whiskey" flavor because its foundation whiskies are specially distilled to give them individual qualities—then blended together to a delicate "flavor peak."



IMPERIAL
Reg. U. S. Pat. Off.
Hiram Walker's Blended Whiskey

Eighty-six proof. 70% grain neutral spirits • Copr. 1942, Hiram Walker & Sons Inc., Peoria, Ill.

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PRIME MINISTER CHURCHILL POSES IN OTTAWA DEC. 30, FLUSHED AND TIRED BY THE EXERTION OF A SPEECH TO CANADIAN PARLIAMENT. THE TEXT IS SEEN IN HIS POCKET

WINSTON CHURCHILL

A GREAT CHAMPION OF FREEDOM FACES THE DISASTERS OF WAR

Back in London after his trip to the North American arsenal, Britain's Prime Minister Winston Churchill was up to his neck in trouble. Singapore was tottering. Burma and India were in jeopardy. Australia, already under attack, was raging at the British Government for lack of help. Even in Libya, for which Churchill had gambled everything, Britain was in retreat. Only the Battle of the Atlantic seemed to be prospering. This sorry record added up, in England, to a swelling clamor of criticism, less of Churchill than of his top subordinates. So before long the Prime Minister would be on his feet again in the House of Commons making another of his ringing speeches of explanation, defense and exhortation.

But Churchill had left behind in the U. S. a whole nation of admirers and well-wishers. And before he left, just after making his great speech in Ottawa, he sat for one of the most remarkable portraits ever taken of this humane and violent man (*above*). For an account of his flight back to England, turn the page.

CONTINUED ON NEXT PAGE

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Captain John Cecil Kelly Rogers, commander of the plane which flew Mr. Churchill back to England, is 36, Dublin-born, pink-cheeked, genial. One of Britain's ablest airmen, he made news in 1939 when he salvaged the flying boat *Corsair* from the Congo swamp in which it crashed, and flew it safely out (LIFE, Feb. 19, 1940). For that feat, he received the Order of the British Empire. Below: Mr. Churchill at the controls.



THE CHURCHILL FLIGHT

HIS PILOT REPORTS THE TRIP TO ENGLAND

by CAPTAIN KELLY ROGERS

Prime Minister Churchill returned to England in the flying boat *Berwick*, leaving from Norfolk and flying first to Bermuda, then to Plymouth. The *Berwick* was commanded by Captain John Cecil Kelly Rogers of British Overseas Airways, who wrote this report of the flight at LIFE's request. Captain Rogers insists that primary credit for the successful flight "must go to the *Berwick*'s crew. They were magnificent."

The Prime Minister arrived last and a little late. On stepping aboard the *Berwick* at Norfolk he immediately inquired for me and, as I was standing by to receive him, I conducted him personally to the suite where he immediately settled himself comfortably. He was obviously impressed from the very first by the size and comfort of the aircraft and immediately started to ask many questions about it. After a few minutes' conversation I excused myself, as everything had been made ready to slip and I did not want to delay.

The morning was a typical winter one—cloudless, with a light surface haze—and the take-off was normal in every respect. All passengers were seated and properly distributed throughout the aircraft so as to give a reasonable center-of-gravity position. The Prime Minister was accommodated in the private suite aft, which obviously intrigued him immensely. Before departure I informed him that breakfast would be served shortly, and he expressed himself as being able to deal with anything which was set in front of him. When I was advised that he had finished, I invited him to visit the control deck at his leisure. He said he would like to do so immediately, as he had changed into his siren suit, so we forthwith went up on the control deck.

On the way through the aircraft I pointed out various points of interest and introduced all the members of the crew to him as they were encountered. On reaching the control deck I conducted him round the radio engineer's and navigator's stations, briefly explaining the equipment and introducing to him those on watch. I finally took him forward to the flying controls and offered him my seat which he accepted with obvious pleasure. At this time we were flying at about 8,000 ft., a height which we maintained almost the whole way to Bermuda.

When we entered the control deck the Prime Minister was smoking a cigar. There is no danger therefrom. He did, however, ask me if it was safe to strike a match when his cigar went out while he was sitting at the controls. I assured him that it was quite safe and that smoking could be safely indulged in anywhere throughout the aircraft. His questions concerning the operation of the controls and general behavior of the aircraft made it quite clear that he would like to handle her himself. I invited him to do so and he responded immediately. I disengaged the automatic pilot and whispered an instruction to Captain Shakespeare, who was on watch at the time in the copilot's seat, to apply only such corrections as would be necessary if the aircraft got beyond the Prime Minister's control. No major correction was necessary and, in fact, the Prime Minister asked if he could make a couple of slightly banked turns, which he did with considerable success. He was at the controls about 20 minutes altogether and afterward described to me the difference between this aircraft and the one he had flown as long ago as 1913.

After this the Prime Minister went below and did some work with his secretary. I visited him a little later and asked him if he would like to make a sightseeing circuit of the islands before alighting. He said he would be delighted and I invited him to occupy the copilot's seat for the purpose. The Prime Minister remained in the seat while I executed the landing. This is a privilege which is not normally accorded to passengers but conditions were ideal and I was able to handle all controls myself.

During the stay at Bermuda the many arrangements for continuing the journey were carried on, and at all times the crew responded wonderfully to the calls made upon them, which were many and exacting. They were conscious throughout of the great responsibility placed upon them and the honor involved in being invited to assume this responsibility.

Our departure was without incident; the aircraft became airborne 57 seconds after starting to open the throttles. A flight plan was calculated from the forecast and gave a probable flight time of 17 hours 25 minutes from take-off to touchdown.

CONTINUED ON PAGE 30

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Lady, which kind of woman are you?

WHICHEVER kind of woman you are, you'll fall in love with the *special* rooms we've prepared for you at our seven Statler Hotels. We haven't overlooked a thing!...



Suppose you're the

WIFE OF A BUSINESS MAN

Madam, when you travel with your husband you'll find that the Statlers have a double room that's a woman's dream of what a bedroom should be! Gay, charming draperies, with smart Venetian blinds peeping from behind them. On the walls, refreshing modern prints...the whole room done in a beautiful color scheme!

If you are

SOMEBODY'S MOTHER

You'll adore our charming rooms for women—for all these little reasons that are so big at times: Because we remembered to put needle and thread within easy reach . . . because we remembered to supply you with paper shoe bags to put your extra shoes in when you pack... because we've arranged to send up an electric iron, and ironing board, when you discover your dresses are wrinkled. And because we were thoughtful about putting a face cloth in the bathroom.



Maybe you are a

BUSINESS WOMAN

Fine! For, in addition to all the other niceties in our rooms specially designed for women, you'll have a desk you'd love to have in your own home. And two kinds of writing paper—dainty personal paper *plus* special business stationery. You may even have a typewriter sent up to your room—*at no extra charge.*



Perhaps you're a

GLAMOUR CELEBRITY

Our special rooms were designed with a woman like you in mind, too! The closets contain *covered* hangers for your gowns and dresses... special hangers for your skirts... and stands for your smart new hats. The bathroom is gay with a colorful shower curtain, and we've even remembered to supply you with facial tissues!



NOTHING OLD-FASHIONED

BUT THE HOSPITALITY

Statler Hotels

STATLER OPERATED

	For one	For two
HOTEL PENNSYLVANIA, NEW YORK	$3.85	$5.50
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HOTELS STATLER IN

	For one	For two
BOSTON	$3.50	$5.00
BUFFALO	$3.30	$5.50
CLEVELAND	$3.30	$4.95
DETROIT	$3.30	$4.95
ST. LOUIS	$2.75	$4.50
WASHINGTON, D. C.	(Now Building)	

RATES BEGIN AT PRICES SHOWN

MAYBE you're one of these types of woman. Maybe you're *all* of them rolled into one...

Whichever kind of woman you are, you'll find the Statlers' special rooms for women completely refreshing. So, when you next visit a Statler city, come to the Statler Hotel and enjoy one of them!

★ BUY UNITED STATES DEFENSE BONDS NOW! ★

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WONDERS OF AMERICA
Drama in Steel!

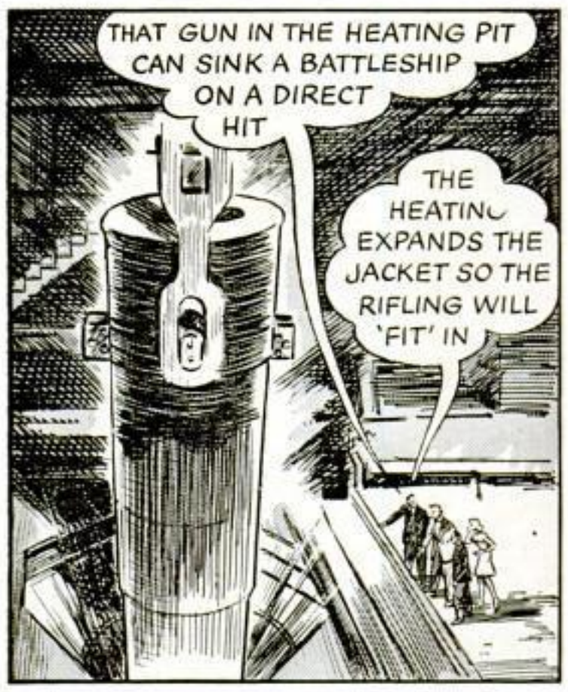


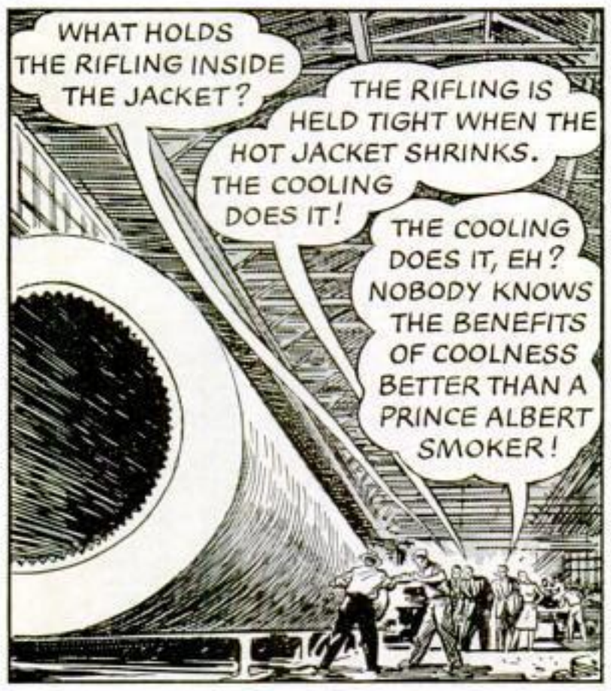


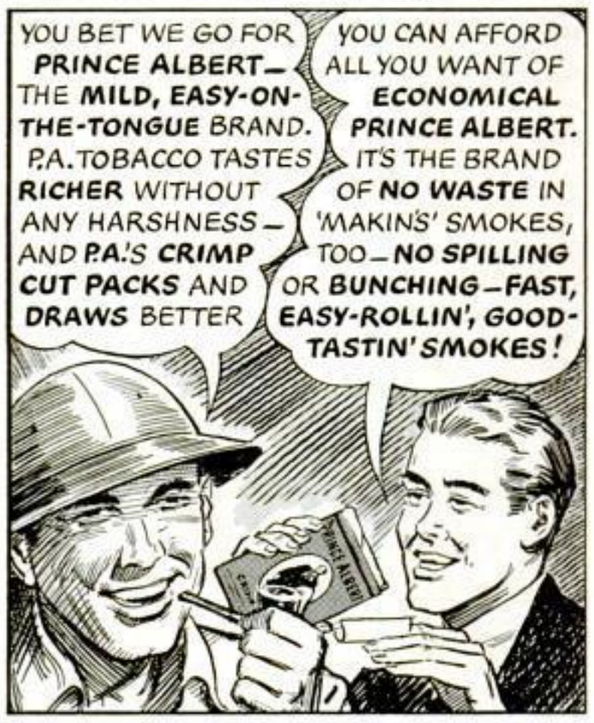
IN RECENT LABORATORY "SMOKING BOWL" TESTS, *PRINCE ALBERT* BURNED

86 DEGREES COOLER

THAN THE AVERAGE OF THE 30 OTHER OF THE LARGEST-SELLING BRANDS TESTED—*COOLEST OF ALL!*







50 PIPEFULS OF FRAGRANT TOBACCO IN EVERY HANDY POCKET TIN OF PRINCE ALBERT



R. J. Reynolds Tobacco Co., Winston-Salem, N. C.

PRINCE ALBERT THE NATIONAL JOY SMOKE

THE CHURCHILL FLIGHT (continued)

Lunch was served soon after departure, and whereas on the previous morning the Prime Minister had taken breakfast in his suite, he indicated that he would have lunch in the saloon with the rest of the passengers. I joined him for coffee after lunch. After the meal the Prime Minister retired to his suite and, as he afterwards told me, had a very sound sleep.

Sir Charles Portal and Lord Beaverbrook interested themselves greatly in our methods of operation, which diverge from those employed by the Royal Air Force. Sir Dudley Pound was particularly interested in the navigation system employed.

Churchill envies the pilot's job

Later in the afternoon the Prime Minister resumed work. He took such an interest in our progress that I had to visit him several times in his suite and explain all the details of it. Later on I improved on this by issuing at intervals of a couple of hours signed bulletins giving the position of the aircraft at the time of issue, together with the speed since departure, distance covered, number of hours of fuel remaining and other notes of interest.

During the night the Prime Minister and Lord Beaverbrook again visited the control deck. The aircraft was riding through a brilliantly starlit sky with the outline of the cloud tops just visible below, and both the Prime Minister and Lord Beaverbrook said that they envied me my job.

We always had enough fuel to reach any point in the British Isles comfortably. As dawn came the sky cleared. It was at this time that the Prime Minister, after having a good night's sleep, came up on the control deck at my invitation to see the dawn. When he was dressing he mentioned to the steward that his shoes felt very cold. Thereupon the steward took them to the galley, put them in the heating oven, warmed them to a nice temperature and returned them to the Prime Minister.

All passengers had gone to bed during the night excepting Lord Beaverbrook who sat up reading the whole time. Just after witnessing the dawn the Prime Minister went below and joined the other passengers in a light breakfast preparatory to returning to the control deck to witness our landfall on the English coast. He had taken all his meals with the other passengers on this flight and dinner the previous evening had been a festive affair consisting of cold consommé, shrimp cocktail, filet mignon with fresh vegetables, sweet, dessert, coffee.

For some hours before dawn we had been receiving weather reports from various places and just as dawn was breaking the report from Plymouth included a recommendation that we should proceed there. I immediately agreed and altered course accordingly. In spite of the short notice a mooring was ready for us, launches were standing by and a guard of honor was mounted on the breakwater.

The flight plan, as I have said, indicated a journey of about 17 hours 25 minutes. The distance covered was 3,365 miles and we had been in the air for 17 hours 55 minutes.



Churchill is met at London by his wife and daughter Diana (Mrs. Duncan Sandys). Mrs. Churchill's first comment was, "Darling, you've caught a cold." Replied Churchill jokingly, "Yes, from Max [Lord Beaverbrook], the source of many nuisances."

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Keep the *Energy* of sunshine in your diet — Demand foods "Enriched with *Dextrose*".

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'mid loved ones and friends—
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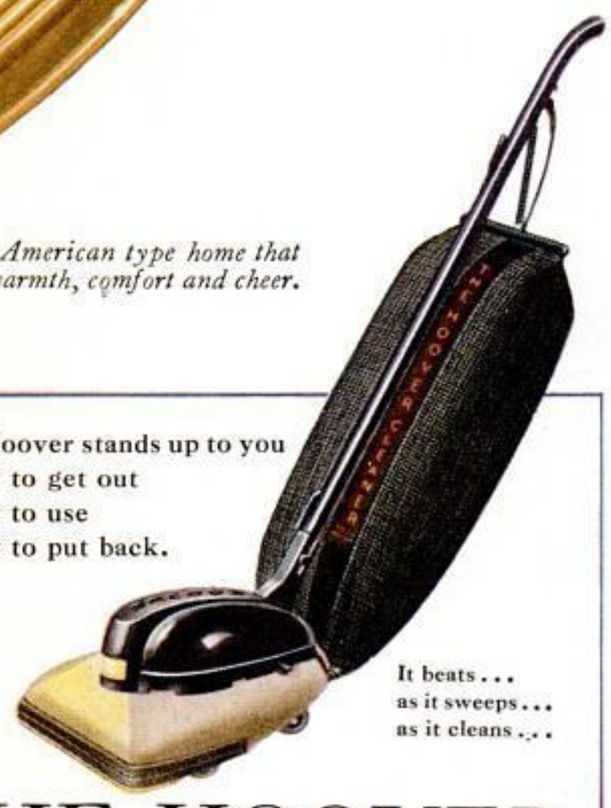
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It beats . . .
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The Big Four Powers, represented by Clemenceau of France, Sonnino of Italy, Lloyd George of England and Woodrow Wilson, meet in Paris to formulate a peace. Here Wilson finds his idealistic "Fourteen Points," beginning with "open covenants openly arrived at," snowed under by Old World hatreds. He compromises to save the League of Nations.

WOODROW WILSON IS HERO OF BROADWAY PLAY ABOUT THE LEAGUE OF NATIONS

In eight thoughtful scenes, packed with history, *In Time To Come* follows the career of the 28th President of the United States, Woodrow Wilson. It picks him up on April 2, 1917 when, before a joint session of Congress, he called for war against Germany. It takes him to France in 1919 where, the idol of a war-weary world, he fought to establish "the largest political undertaking of modern times, the League of Nations." It leaves him on March 4, 1921 when, after the inauguration of Harding, he was a defeated, paralyzed old man. His story is thus, by the definition of the drama's authors, "the blueprint of a failure." But coming now, when America after 20 years is again in a world war against the same aggressor, this play has, if no great dramatic merit, considerable historic significance. For it was Woodrow Wilson who proclaimed prophetically: "There is only one honorable course when you have won a cause—to see that it stays won."

Broken by his struggle, Woodrow Wilson is a paralyzed old man on March 4, 1921 when Harding is inaugurated. With his one good hand he tears, unread, a letter from Colonel Edward M. House, proclaiming faith in "the final victory" of Wilson's course. With Wilson are his secretary, Joseph Tumulty, Mrs. Wilson and his physician, Dr. Cary Grayson.



CONTINUED ON NEXT PAGE



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Wilson conceives his plan of going to Paris to negotiate a new kind of peace and establish "a constitution for the world." His wife, Edith Bolling Wilson, encourages him. But Colonel House, Wilson's wartime adviser, fears that while he is abroad his political enemies will work against him. Wilson, impatient of politics, goes anyhow.



Wilson seeks advice on his contemplated journey to France from Supreme Court Justice Louis D. Brandeis. "There is no specific prohibition in the Constitution, nor is there any precedent against it," replies the Justice cautiously. But he warns the President that, should he fail in his aims, he is likely to be "regarded as a usurper."



On the boat to Europe, Dec. 14, 1918, Wilson encounters his first disappointment. Unfriendly newspapermen, whom in characteristic Wilson manner he handles tactlessly, worm from him the news that England has already rejected by wireless communication one of the cardinal tenets of his Fourteen Points, "freedom of the seas."

CONTINUED ON PAGE 36

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UNLESS you have heard one of the new General Electric Radios with FM, you have no idea how astonishingly *real* and *life-like* radio can be.

FM, of course, is Frequency Modulation—the new type of broadcasting that brings you *pure music virtually free of all static.*

Every General Electric FM Radio is built in accordance with the genuine Armstrong FM patents. *It's radio at its best!* You hear all the rich overtones you miss in conventional radio—overtones that give music its life and color.

Don't have only "half-a-radio". *Get a New G-E.* Then you can be sure of getting unsurpassed reception not only of FM but of *all* programs.

Here's the Kind of Radio You'll Want in '42!

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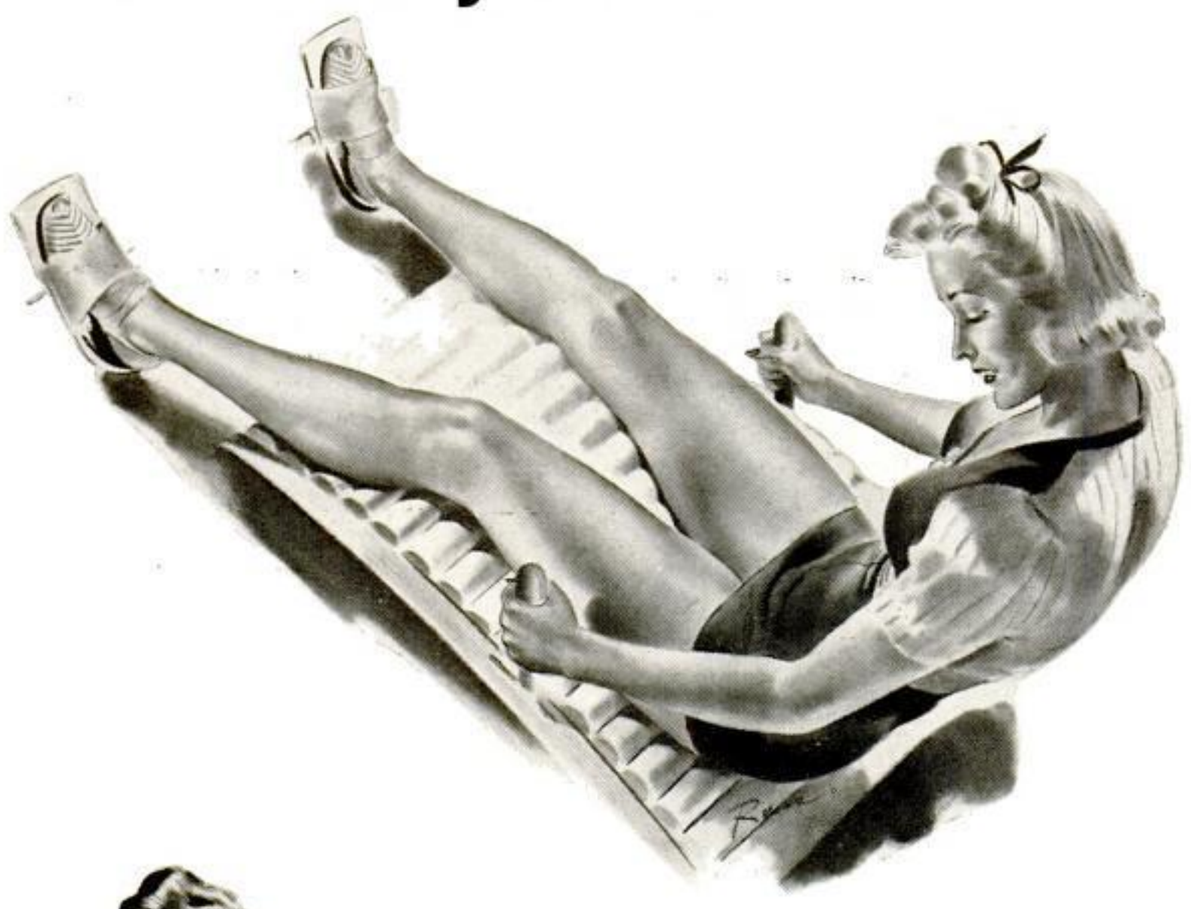


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3. "Look at my new nylon power tissue *'Foundette'.* Only Munsingwear makes this fabric! Lasting nylon, knitted with Laton* yarns. It's *'Foundette'* girdle 4087, at better corset departments everywhere." The wonder bra is number 4409 ...grand, young uplift. Also pantie-girdles, full-lengths.

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Wilson and Clemenceau clash bitterly in secret peace conferences at the Quai d'Orsay in Paris. Wilson demands a halt to claims for territorial aggrandizement. But Clemenceau insists upon acquisition by France of the Saar Basin and the Rhineland. Thereupon Clemenceau calls Wilson "pro-German" and Wilson retorts: "You are a thief."



Wilson's bitterest enemy, Republican Senator Henry Cabot Lodge, is invited to the White House in August 1919 in a belated effort to win him over. Says Lodge: "You've got the world saddled with a treaty you despise for the sake of a Covenant no one else really wants. So you'd enlist me to salvage it. But I want no part of the League."



The letter from Colonel House, which Wilson refused to open, is read by Tumulty to Grayson. In it House penned a touching farewell message to his chief: "Those who call themselves practical men have seemed to prevail over us. But in time to come, they and their kind will be found impractical and yours will be the final victory."

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NEW YORK-TEXAS ROMANCE

Eugenia Loughlin's engagement to S. Gail Borden Tennant of Houston (*pictured together at right*) has stirred far-reaching interest. A New York City girl, daughter of Mrs. Aubrey Culberson Loughlin, Eugenia is popular in Houston, where she visits at the home of her mother's family. This beautiful Pond's Bride-to-Be will be married this winter, after her fiancé completes his officer's training at Fort Riley.



HER STAR-SAPPHIRE **and Diamond Engagement Ring is perfectly beautiful. The platinum and baguette diamond setting was designed by her fiancé. "I guess Borden and I made over a hundred sketches for it," she says.**



Exquisite EUGENIA J. LOUGHLIN

She's ENGAGED! She's Lovely!

She uses Pond's!

See how her SOFT-SMOOTH Glamour Care will help your skin

1. Eugenia SLATHERS Pond's Cold Cream *thick* over her lovely face and throat. Pats it on briskly with quick little upward pats. This softens dirt and old make-up. Then she tissues off the cream. "I adore the cool, clean feel Pond's gives my face," she says.

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You'll love Eugenia's SOFT-SMOOTH Glamour Care with Pond's Cold Cream. Use it *every* night—and for daytime clean-ups. See your skin look softer, smoother, prettier. You'll know then why so many *more women and girls use Pond's than any other face cream at any price.* Buy a jar today—at any beauty counter. Five popular-priced sizes. The most economical—the lovely *big* jars.

Send coupon for 5 POND'S Beauty Aids

1. **Pond's SOFT-SMOOTH Glamour Cold Cream**
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U.S. WAR PLANES



THE U. S. ARMY'S FUTURE FLIERS, A FEW OF THE MILLION MEN WHO WILL FLY OR SERVICE AMERICA'S HUGE AIR FORCES, MARCH OUT TO THEIR RYAN TRAINING PLANES

The air armies of America, which flew in piddling flocks two years ago, will be flying now in ever-growing swarms. The gigantic specifications of President Roosevelt call for masses of airplanes which will far outmatch those of any other power. But Americans do not know their airplanes as well as the British or Germans know theirs. Americans have, of course, seen fewer planes. And they do not have so much reason to grow proudly familiar with their warplanes as the British have had to become familiar with the brave Spitfires and Hurricanes that saved them from invasion.

On these pages Americans can see the combat planes which will make up most of our new air forces. In the large color photographs that follow, the major types or models of U. S. warplanes are shown. After them come 28 planes in drawings carefully contrived to make identification practical for the civilian spotter. At right is a guide to the symbols by which the air forces designate their planes.

Although some of America's warplanes have seen combat and done well, the air forces of this country are still largely untested. Their real quality falls somewhere between the dour description of senators who say that only one out of four U. S. planes can match enemy planes and the brash overstatement of the aircraft industry's mouthpiece that, plane for plane, U. S. machines can equal anybody's. Actually, in quality of bombers produced, the U. S. is abreast or ahead of other countries. In fighters produced, it has lagged behind.

The Navy's airplanes, on a comparative basis, have been better than those of the Army. Because it was always able to keep up to its fighting strength, the Navy could order planes in sound sequence. When its Curtiss scout bomber began to seem too slow, the Douglas scout bomber was ready to take over the first line. Now the new Curtiss scout bomber is coming out to push the Douglas back into the second line. The Army did not follow this conservative program because, among other things, it never could get anywhere near to full fighting strength. It therefore has developed more revolutionary types of planes, like the P-38 and the P-39 which have no aerial ancestors to look back on. Many Army planes, of course, have developed gradually out of tried and tested designs. The fifth series of the B-17 *Flying Fortresses* (B-17E) is many miles faster and far more heavily armed than the first B-17. The P-47 *Thunderbolt* (*see cover*), white hope of the Army's fighter forces, developed gradually out of the old P-35 which evolved into today's good P-43 which in turn produced the new P-47.

WHAT THE DESIGNATIONS MEAN

THE ARMY *uses a simple method to designate its planes. A letter stands for the type, a number for the model. The main designations are: B for bomber, P for pursuit (fighter), A for attack plane, O for observation, F for photographic, C for transport, T for trainer (PT—primary trainer, BT—basic trainer, AT—advanced trainer). The B-17, for instance, is a bomber. It was the 17th bomber design accepted by the Army, hence the number 17. Sometimes a letter follows the number, as B-17E. The E shows the series of this model. The B-17 has gone through five major stages of change and improvement so that five series of this model are recognized, starting with B-17A through B-17E.*

THE NAVY *subdivides designations to a greater extent. It uses F for fighter, SB for scout bomber, TB for torpedo bomber, PB for patrol bomber, SO for scout observation, N for trainer, J for utility. The Navy also shows the name of the maker by letter: A for Brewster, C for Curtiss-Wright, D for Douglas, F for Grumman, M for Martin, N for Naval Aircraft factory, S and U for Vought-Sikorsky, Y for Consolidated. The PBY is the Consolidated patrol bomber. The Navy gives model numbers in relation to the manufacturer. The PB2Y is the second type of patrol bomber made by Consolidated. Series are shown by a number at the end. The PB2Y-2 is the second series of the PB2Y model, just as the Army's B-17E is the fifth series of the B-17.*

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B-19, world's biggest plane, is an 80-ton aerial experiment built by Douglas. From the lessons it teaches, super-bombers soon will result. Too slow (about 200 m.p.h.) for efficiency, B-19 can stay aloft two days, can cruise 7,500 miles with eight tons of bombs. Its power turrets bristle with machine guns and cannon. Flying nearby is Army P-40 pursuit.

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B-24 is Consolidated's four-engine heavy bomber, distinguished by narrow wing, slab-sided fuselage, split tail. With crew of nine and load of four tons of bombs it can cruise 3,000 miles, has top speed of more than 300 m.p.h. Big bomb-bay doors, whose outlines show on fuselage under wing, fold up and out when bombs are dropped.

B-17, Boeing's famous "Flying Fortress," is the U. S. Army's other heavy bomber. Modified, remodified and much improved since the first model in 1935, it is very important as high-altitude bomber. Its range is 3,000 miles, top speed more than 300 m.p.h., capacity four tons of bombs. Note the gunners' positions on top and side.



B-26, Martin's medium bomber, is an aerodynamic honey—clean, sleek, deadly. It has two big 1,850-h.p. engines and four-bladed propellers which drive it at a speed of more than 350 m.p.h., better than any other known bomber speed. It can fly more than 2,000 miles with about three tons of bombs. Bombardier sits up in plastic nose.

B-25, North American's medium bomber, is a good standard plane—smaller, slower and not so spectacular as the B-26. Its two 1,350-h.p. engines give it a top speed of more than 275 m.p.h. In range and in bomb carrying capacity, it is better than most European medium bombers. Distinguishing characteristic of the B-25 is its split tail.



A-20A, Douglas light bomber, is an attack plane. Fast and shifty, it is designed to support infantry in attacking ground objectives. It carries a crew of three men, has speed of more than 350 m.p.h. and a 600-mile radius of action. It carries machine guns in its nose for strafing. British use it both as bomber and as night fighter.

A-17A, built by Northrop, is an attack bomber. Manned by a pilot and a gunner, it is equipped to carry demolition bombs, small fragmentation bombs or smokescreen equipment. Its top speed is more than 200 m.p.h., its radius of action 500 miles. Like the A-20A, its job is to fly low and fast, bombing and gunning enemy troops.

P-38, built by Lockheed, is the Army's most high-powered, most heavily armed fighter. Its liquid-cooled engines, supercharged for high-altitude work, give it 2,700 h.p. and a top speed of 404 m.p.h. Cannon and machine guns are grouped in its nose, fire in straight line instead of in converging cone as with wing-mounted guns.

P-43, Republic's stub-winged fighter, represents the Army's return to air-cooled engines in pursuits after having gone whole hog for liquid-cooled in its P-38, P-39, P-40. P-43's 1,200 air-cooled engine takes it up to the substratosphere and gives it speed of better than 350 m.p.h. P-43 is the forerunner of similar but more powerful P-47.

PB2Y-2, like planes that follow, is a Navy ship—a Consolidated patrol bomber. Because patrol bombers must travel long distances unescorted, PB2Y-2 has heavily armed power turrets in nose, tail and sides. Its range is 5,200 miles with seven tons of bombs. Top speed, less important than in land bombers, is 226 m.p.h.

PBM-1 is Martin's two-engine patrol bomber. Its wing is gull-shaped to raise its engines high, give large propellers good clearance above the water. Wing floats, which stabilize the seaplane on water, retract into wing near the hull. PBM-1's range is 5,000 miles, top speed is 225 m.p.h. Bomb-carrying capacity is about three tons.

SB2C-1 is the Navy's newest and probably the world's best dive bomber. Built by Curtiss to operate from aircraft carriers, it has a top speed of 350 m.p.h. and a range of about 1,200 miles carrying a ton of bombs inside its fuselage. It is operated by a crew of two, probably is armed with small cannon mounted in the wings.

SB2U-3 is the plane which the SB2C-1 (*shown above*) will eventually replace. It is a Vought dive bomber dating back to 1937 and now in standard service aboard Navy's aircraft carriers and in the Marine Corps. A serviceable ship, it has a range of 700 miles, a top speed of 260 m.p.h. and a bomb load capacity of 1,000 lb.

F4U-1, Vought's Navy fighter, has 2,000-h.p. air-cooled engine which makes it world's fastest Navy fighter. Its top speed is more than 400 m.p.h. Designed for aircraft-carrier operation, it is very compact—length 30 ft., wing span 40 ft. Dip of gull wing brings landing gear lower, allows safe clearance for bigger propeller.

F4F-3, Grumman's chunky carrier fighter, has a 1,200-h.p. engine and a top speed of 350 m.p.h. Its range is around 1,100 miles. With the F4U-1, the F4F-3 is replacing the Navy's slower biplane fighters. The Grumman is armed with .50-cal. machine guns and carries small fragmentation bombs to drop on enemy patrol bombers.

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P-47, Republic's brand-new fighter, is probably the Army's best pursuit ship and is still so secret that the Army would not permit its inclusion in identification chart on following pages. Powered by a 2,000-h.p. air-cooled engine, the P-47 flies well over 400 m.p.h., is especially built for high-altitude fighting.

A-24 is the Army's adaptation of the Navy's Douglas dive bomber, the SBD. In quick need of a good dive bomber, the Army sensibly did not wait to design one of its own. It took over the Navy's model which was already in production, and thus got a sound attack ship without the usual delays of testing and tooling up.

CONTINUED ON NEXT PAGE

SPOTTER'S HANDBOOK

ARMY AND NAVY BATTLE PLANES IN SILHOUETTE

On these pages LIFE presents recognition silhouettes of the 28 U.S. war planes now flying for the Army and Navy. These are the planes that are doing the fighting. They do not include trainers, transports or reconnaissance types. They are the planes that every member of the armed forces must know intimately. Many civilians will have to know them as well. Every civilian should learn to recognise them.

Spotting is no cinch. Planes today fly high and fast, frequently out of sight to the naked eye. Even when lower, they are usually blurred and indistinct except when nearly overhead. Most civilian spotters do no more than report the approximate number, the course and the approximate altitude of planes seen. They do not attempt to identify the planes.

Any clearly-seen airplane can be identified, however, if the spotter works systematically. When you see a plane, first count the engines. You will then know into which of the three basic families shown here the plane falls—four-engine, two-engine or single-engine. Next, look at the shape of the tail, the shape of the wing. Tail shape alone will spot half of the four-engine planes and several of the two-engine ones. Wings alone or tails and wings together will spot all the planes. Each silhouette here presents a bottom view—the most shape revealing view a ground observer gets. Beside each of these silhouettes, in red, is a symbol which simplifies the shapes of the plane's parts and summarizes the plane's identification points. Above each of the drawings is a scale indicating the plane's size. When you can tell the planes by their symbols and name the silhouettes at a fair distance, you will be a good spotter.



B-18A is recognised first by its front-pointed triangle wing. Other clues: a deep-bellied fuselage and a shark-like nose.



B-23 looks like the B-18A. Differences are longer tail with gunner's post at the end, shallow fuselage and rounded nose.



A-20A has its triangle wing pointing backwards. Single-rudder tail is diamond-shaped. The plane has humpback.



B-25 has wing like A-20A. Difference between planes is in tail, where the double rudders give square outline.



P-39 is easy to spot by its long, narrow, pointed nose. Other clues—the high cabin, air-scoop hump—show up in side view.



P-40 also has a pointed nose, but not so long and narrow as the P-39. The nose and triangular Curtiss wing are its marks.



P-43 with its air-cooled motor, stubby nose, has a wing that curves back from the leading edge like a meat chopper.



F4F is recognised by its square wing its squared-off tail. Like most U.S. war planes, its motor is air-cooled.



A-17A looks like the SBD and the A-24, with its double-diamond form. Its wheels tucked together and small nose are clues.



SB2C has the typical Curtiss triangular wing (*see above*) but can be told from the P-40 by its squared nose.



TBD is distinctively marked by its very deep triangle wing, tapering back all the way to the opposite triangular tail.



SBN has the same rounded Brewster wing as SB2A and F2A. Short nose and slim fuselage settle its identity.



FOUR ENGINE FAMILY

ALL WINGSPREADS ARE OVER 100 FT.



B-24 has its tail squared by double rudder. Spot it by the narrow diamond wing, the deep square body.



PB2Y is another square-tail. Its fat boat hull, squarish wing, square wingtips distinguish it from the similar B-24.



B-19 has an ordinary tail. It is spotted by its long front-pointed triangular wing, its long nose, its tremendous size.



B-17 has a fat diamond wing, and a triangular tail. The fuselage is round and thick, and the short nose is gently rounded.

TWO ENGINE FAMILY

ALL WINGSPREADS ARE OVER 50 FT.



B-26 with a diamond-shaped wing, has its big motors far out in front of the leading edge in long nacelles.



PBM is a triangle-winged flying boat. Marked clearly by the dihedral-bent tail, it has toed-in rudders, boat hull.



PBY-5 is the only square-winged two-engine plane. Like the PBM, it is a flying boat—blunt-nosed, thick-bodied.



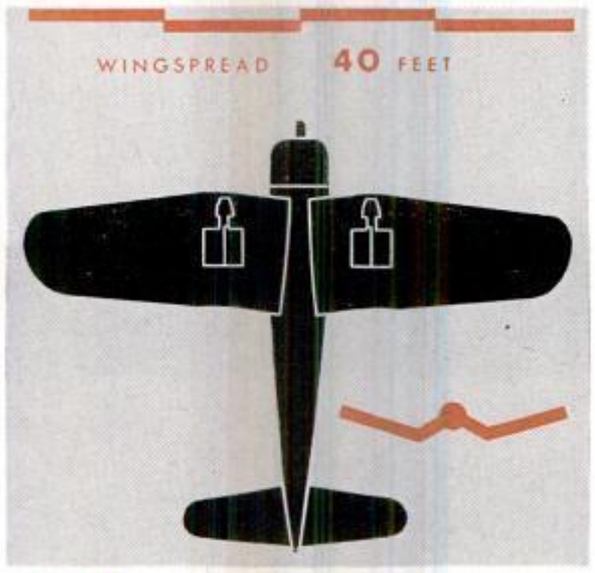
P-38 can't be mistaken for anything else. Its long narrow tail and its two rudders trail out behind, supported on two booms.

SINGLE ENGINE FAMILY

ALL WINGSPREADS ARE UNDER 50 FT.



F2A with its roly-poly fuselage, looks like the F4F, but the smooth curves of the wingtips and tail set it off.



F4U can be told by its inverted gull wing which stands out at almost any angle. The other clue is the narrow tail.



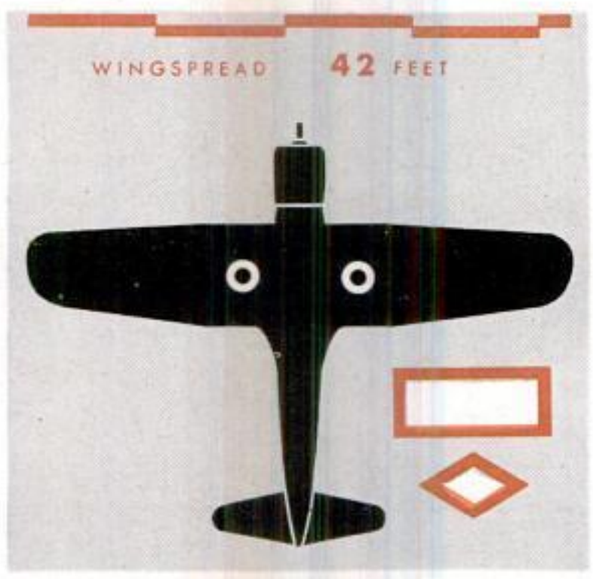
F3F is easy to spot. One of the few biplanes still flying with the Navy, its fuselage is short, chunky and deep-bellied.



SBD is a dive bomber. Identifying marks are its diamond wing and tail. Swiss-cheese flaps open in dive and are easily seen.



SB2A is another of the Brewster family (*left & above*). A long nose on this typical wing is its clue.



SB2U looks like the F4U (*above*). Its squarish wing and wingtips set it off, although the diamond tail is the same.



SBC is another of the rare biplanes. Upper wing's sharp sweepback is the clue here. Plane's fuselage is also longer.



A-24 is identical with the SBD (*above*), but used by the Army. Double-diamond pattern means either the SBD or A-24.



WOMEN IN UNIFORM FOR DEFENSE AGENCIES ARE REQUIRED TO HAVE NEAT, TIDY HAIR-DOS. FOR THE AMERICAN WOMEN'S VOLUNTARY SERVICES SALLY SYMINGTON CUT HER OWN

SHORT BOBS FOR WARTIME

WOMEN'S SERVICE GROUPS REQUIRE MILITARY STYLE

Short haircuts for women are back with the war. For ten years the long "glamor" bob has had a stranglehold on feminine coiffures, but today's war effort has broken down all resistance to barbers' shears.

Women's service groups such as the Red Cross and the American Women's Voluntary Services require that members in uniform must have neat and tidy hair arrangements. Women with long hair may either draw it tightly in back or pile it high on their heads, but long, messy-looking hair that falls below the collar is out. Factory workers too are embracing the short bob as an efficient timesaver. In the wake of these defense workers come the copycats who give hair styles their final impetus.

Best & Co. in New York, leaders in the field of short haircuts, last month gave an average of 125 cuts a day and found that more than 70% of the cuts did not require permanents to last. The beauty of the short haircut is that it is easy to handle and is universally attractive. Ingenious souls cut and set their own hair with reasonable facility. The average cut needs a trimming every four weeks and an all-over cut every six weeks. On the following page LIFE presents basic steps for shaping, cutting and setting a short bob.

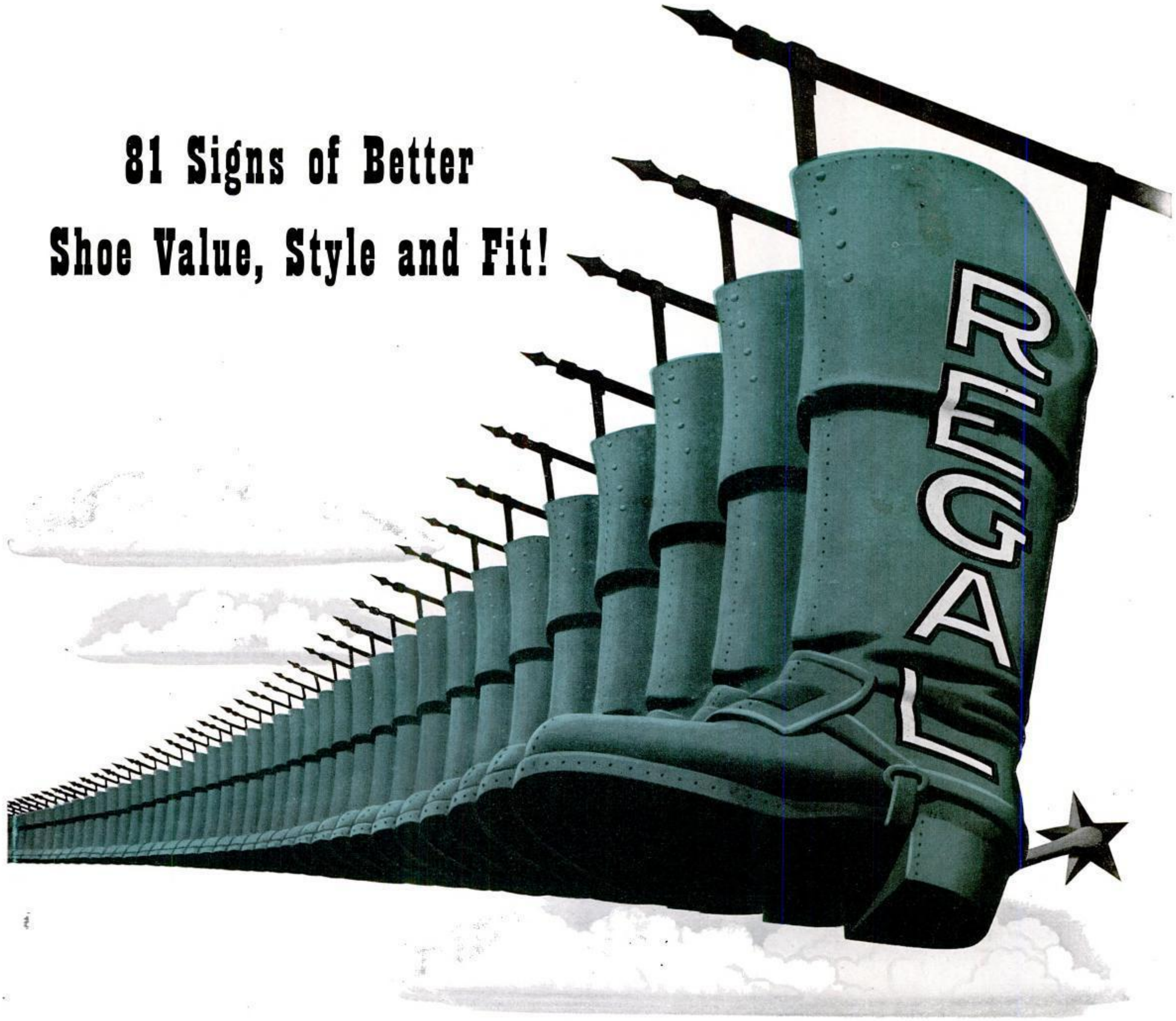


HAIR IS COMBED BOWL-SHAPE OVER HEAD AND CUT EVENLY TO FOLLOW HEAD CONTOURS

CONTINUED ON PAGE 52

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81 Signs of Better Shoe Value, Style and Fit!



WHEREVER you see this sign in cities from coast to coast, the great Regal Shoe is sold. Big-city styles, top-quality leathers made by skilled workmen and "Prescription Fitted" by the patented Resco fitting machine which accurately measures the length and width of both feet in sitting, standing and stepping positions.

• Only Regal Shoes are so fitted. And Regal Shoes are sold at a price so low that it will surprise you. A price that has not yet gone up in spite of rising costs—still just **$5.95** a pair. And Regal standards are unchanged!

• Regal Shoes are made in Regal factories and sold only in Regal Stores.* This lets us give you much better value — better style — and better fit than we possibly could otherwise. Come see for yourself and join the thousands of new users (more than 100,000 in 1941) who have switched to Regal!

WRITE FOR FREE ILLUSTRATED STYLE FOLDER



Style 1376, in Black King Calf, 4300 in Brown Russia Calf

ALL STYLES STILL $5.95 COAST TO COAST

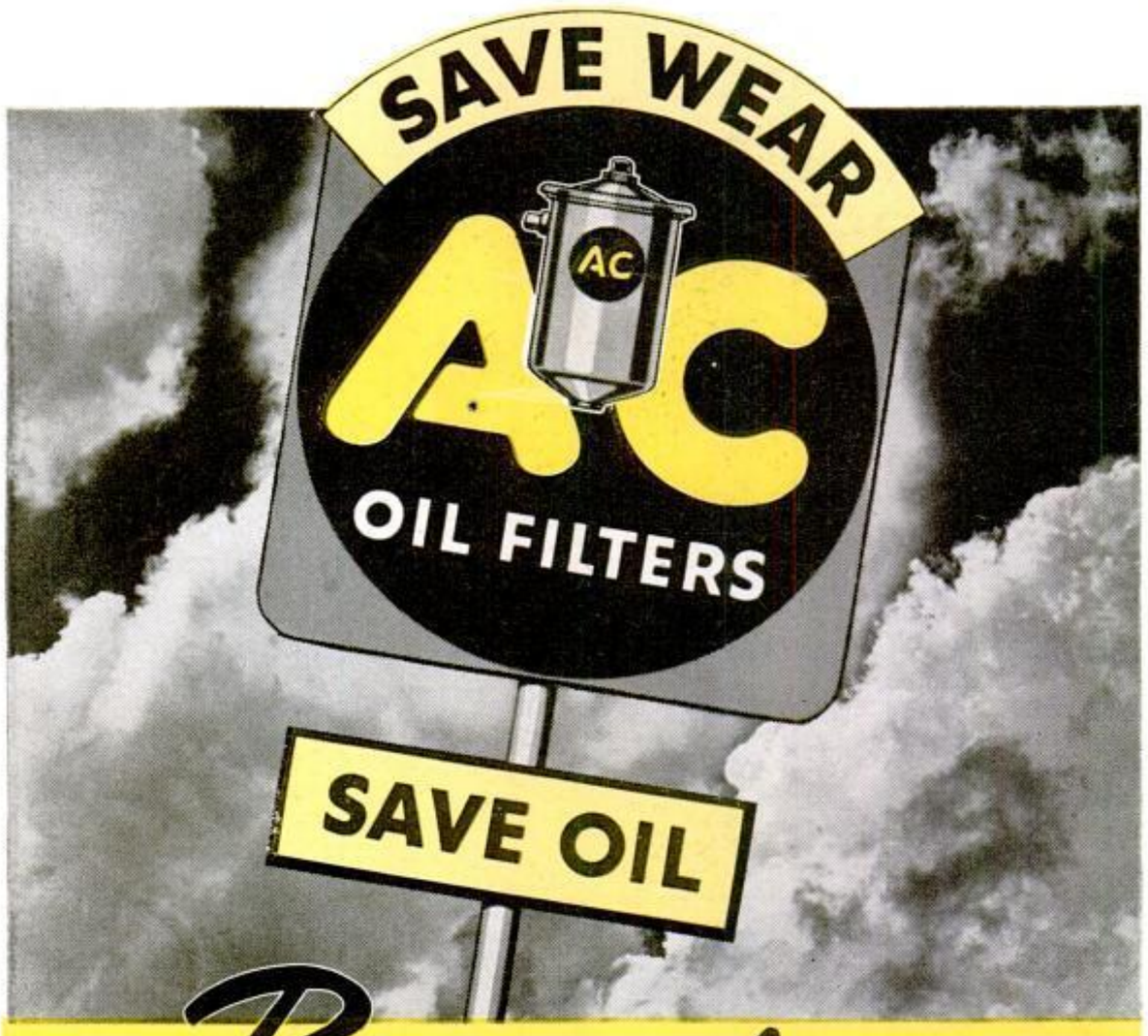
REGAL SHOES

FACTORIES AND MAIL ORDER DEPARTMENT AT WHITMAN, MASSACHUSETTS

*** 81 REGAL-OWNED RETAIL STORES IN**

Atlanta; Baltimore; Birmingham; **Boston (4)**; **Brooklyn (8)**; Buffalo; Cambridge; **Chicago (3)**; Cincinnati; Cleveland; **Detroit (7)**; Hartford; Hollywood; Houston; **Jersey City (2)**; Kansas City; **Los Angeles (2)**; Milwaukee; Newark; New Haven; **New York (30 stores in Greater New York)**; Norfolk; Oakland; Paterson, New Jersey; **Philadelphia (4)**; Pittsburgh; Portland, Oregon; Providence; Richmond; Rochester; St. Louis; **San Francisco (2)**; Seattle; Springfield, Mass.; Syracuse; Tacoma; Utica; **Washington (2)**; Worcester.

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a Reminder on SAVING MONEY

Dirty engine oil costs you *plenty*. It makes you buy more oil and more gas. It speeds up formation of carbon. It brings you earlier to the day when an engine overhaul is necessary.

This all happens because dirty engine oil clogs the piston ring slots. Yet, it's easy to avoid this expense. Just do this,—

WHEN YOU WANT THE USUAL OIL CHECK—

GO WHERE YOU SEE THIS SIGN—

OIL FILTER AC SERVICE

Have the attendant wipe your oil gauge stick on an AC Oil Test Pad.

LOOK AT THE SPOT ON THE TEST PAD—



IF *the oil spot is* DIRTY, *you should*—

REPLACE YOUR OIL FILTER ELEMENT. . . .



There's an AC element built for every car and truck.

IF YOUR CAR HAS NO OIL FILTER

This same AC dealer can install an AC Oil Filter, in a short time.

NOTE: *Many grades of oil are in use today. Follow the recommendation of your service man as to when oil should be changed.*

AC SPARK PLUG DIVISION • *General Motors Corporation* • FLINT, MICHIGAN



WET HAIR IS CUT FIRST IN FRONT



ENDS ARE MEASURED FOR EVENNESS



BACK IS SHAPED TO MATCH FRONT



EVENLY CUT HAIR IS READY TO SET



FIRST CURLS ARE SET HALO-STYLE



HAIR ENDS ARE CURLED UP IN ROWS

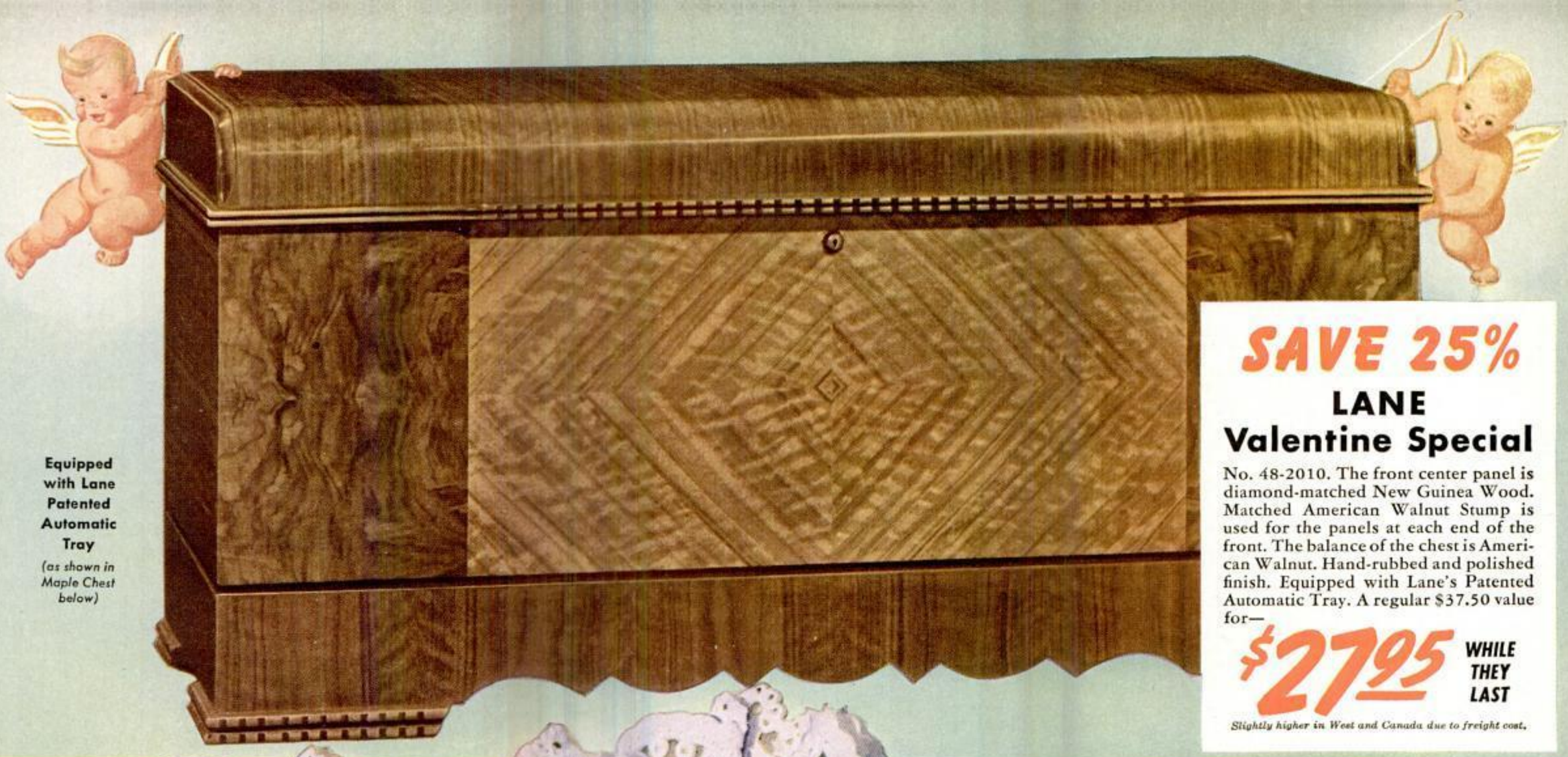


CENTER PART PROVES CUT VARIETY



TYPICAL CUT IS FEATHERY AT EDGE

Copyrighted material



Equipped with Lane Patented Automatic Tray
(as shown in Maple Chest below)

SAVE 25%

LANE Valentine Special

No. 48-2010. The front center panel is diamond-matched New Guinea Wood. Matched American Walnut Stump is used for the panels at each end of the front. The balance of the chest is American Walnut. Hand-rubbed and polished finish. Equipped with Lane's Patented Automatic Tray. A regular $37.50 value for—

$27.95 WHILE THEY LAST

Slightly higher in West and Canada due to freight cost.

Love's Sweetest Valentine ...a LANE HOPE CHEST



LONG after today's problems are forgotten, you will remember this Valentine Day . . . how lovely she looked in that fuchsia frock . . . Yes, you will remember . . . if your valentine is a Lane Cedar Hope Chest.

To make this Valentine Day memorable to sweethearts everywhere, Lane and Lane dealers offer a Valentine Special at a big sacrifice in profit. This superb hope chest containing all Lane's exclusive moth protection features regularly sells for $37.50—you save 25%! Your Lane dealer has specially priced all Lane models for this event. The Lane Company, Inc., Dept. L, Altavista, Va. In Canada: Knechtels, Ltd., Hanover, Ont. *Also makers of Virginia Maid Cedar Chests without Lane's exclusive features.*

Only Lane Has All These Guaranteed Moth Protection Features

1. The only *tested* aroma-tight cedar chest in the world. 2. Not mere gadgets but patented, precision-adjusted, aroma-tight features which guarantee moth protection. 3. Built of ¾-inch aromatic red cedar in accordance with U. S. Government recommendations. 4. New waterproof Lane-welded Veneers will not peel. 5. Chemically treated interiors even aroma flow and prevent stickiness. 6. Free moth insurance policy written by one of world's largest insurance companies.

The Ideal Gift for Engagements, Birthdays, Weddings, Graduation, Confirmation

LANE
Cedar HOPE CHEST
THE GIFT THAT STARTS THE HOME

There is only one genuine Lane Cedar Hope Chest, and it can be had in over 200 styles and woods . . . from $15.50 up

No. 48-1897. The chaste simplicity of this colonial chest in antique Maple gives it extraordinary beauty. Has Lane Patented Automatic Tray.

No. 44-1964. 18th Century drawer design in Honduras Mahogany. Top two drawers are simulated. Hand-rubbed satin finish.

Copyrighted material

"I'll say Nucoa is a Food for Defense!"

says *Mrs. Lloyd Miller,* wife of skilled worker making precision tools for Uncle Sam



"Looking after the family's health with balanced meals that taste good and don't cost more than we can afford—that's where we women come in on defense!" declares Mrs. Miller. "And that's where NUCOA comes in too—with its low-cost calories, delicious flavor and

VITAMIN A!"



NOURISHING LUNCHES—four for school, one for Mr. Miller to carry to work—are important items in Mrs. Miller's budget. "My folks all want their sandwiches spread with lots of NUCOA," she says. "We use three to four pounds of NUCOA a week—and I'm glad I needn't be stingy with it, because I think growing children and men who work hard need plenty of nourishing, rich spread for their bread."

Nutrition experts think so too! They say far too many American diets are deficient in energy supplied by a spread for bread! Delicious NUCOA, which saves you so much money on every pound, furnishes as much food-energy as the most expensive spread for bread (3,300 calories per pound). And every pound of NUCOA supplies not less than 9,000 VITAMIN A units—*guaranteed*, winter and summer!





"FARM RAISED, as Mr. Miller and I were, we're partial to foods baked or fried with flavorful shortening," Mrs. Miller says. "We like the rich taste NUCOA gives. And we like NUCOA *on* our hot biscuits. It always tastes so sweet and fresh—every pound the same—and not a bit like old-time margarines."

THE MILLER "JEWELS"—Wayne, Twila, Dewain, Dolores and Gloria—lead a wholesome American life on the section of farm where their parents rent a cottage. There's a creek to fish in, a garden to tend, open fields, sweet air. And these last seven years—always plenty of "bread 'n NUCOA" for between-meal appetites! NUCOA is American too, you know. It is made with pure, digestible *vegetable* oils churned in fresh pasteurized skim milk—and both are wholly the products of American farms.

We wish to thank Mr. Miller and his family for their friendliness in welcoming us into their home to take these informal pictures. THE BEST FOODS, INC.



"MRS. MILLER IS IN TUNE WITH THE TIMES. APPETIZING **NUCOA** WITH ADDED **VITAMIN A** FITS INTO THE NATIONAL **NUTRITION FOR DEFENSE** PROGRAM. ★ IT HELPS BALANCE THE DIET AND THE BUDGET, TOO."

MARGERY UTZ
B.S. Home Economics, 1940
Cornell University





For table use, tint NUCOA golden-yellow with the pure Color-Wafer included in each package. For cooking, use it just as it comes—a pure, natural white.

★ **For pamphlet "Your Children's Food and the Family Pocketbook," write to the CHILDREN'S BUREAU, U. S. DEPT. OF LABOR, WASHINGTON, D. C. Enclose 10¢. Ask for Folder 24, 1940**

Copyrighted material

MULES

THEY STAGE A STUBBORN COMEBACK

Like the horse, the mule in America has had to retreat before the farm tractor. But the mule's retreat, like the mule's character, has been stubborn. During the past quarter century, U. S. farmhorse population has been cut in half, dropping from 21,300,000 to 10,500,000. Mule population, however, has dropped only from 5,300,000 to 4,300,000. Right now, with the threat of machinery shortage and the needs of the Army, the mule is coming back. Trading is lively and traders expect prices to go above the $100–$150 a mule average.

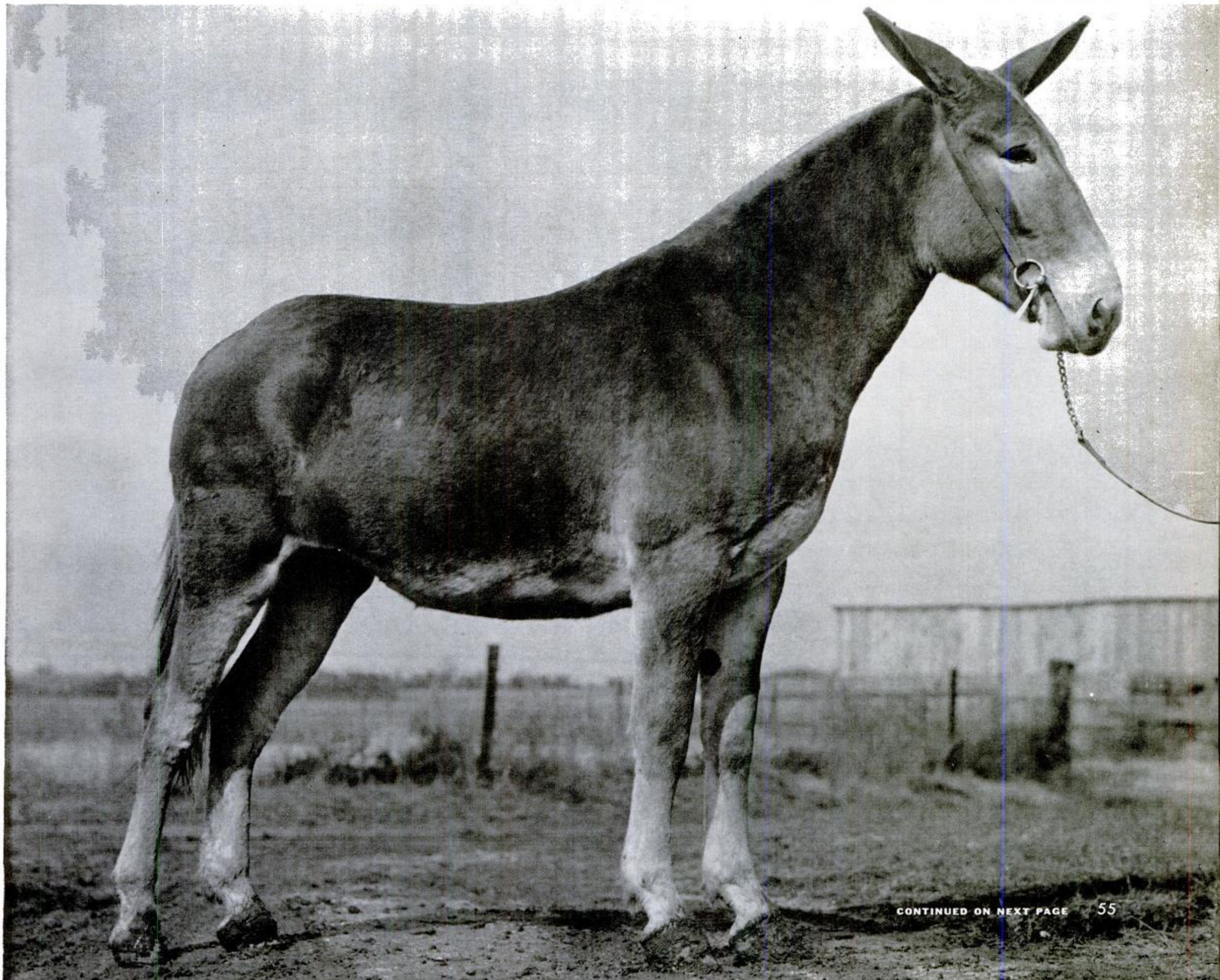
The mule's ability to survive is curious because the mule cannot propagate itself. Hybrid child of a donkey sire and a horse dam, the mule is sterile. Nobody knows exactly why. On very rare occasions a mare mule has been bred to a horse stallion and produced a foal. But though male and female mules can actually mate, they cannot produce offspring.

The mules shown on this page are about the best in America. They belong to "Ed" Frazier of Drexel, Mo., who has probably won more mule show prizes than anyone in the U. S. Today his Maud, who stands below, is the best mule in the country, winner of five 1941 championships. Mr. Frazier, like most mulemen, says the mule has been generally slandered. What is usually denounced as plain cussedness, he insists, is partly a mule's smartness. Mules never work themselves into exhaustion as horses do. When they get tired they stop work. Mules never make the same mistake twice. If a mule has fallen on slippery pavement, it will not walk on slippery pavement again. This is being sensible as well as stubborn. Mules are friendly though they don't take to strangers right off. They sniff around, go off to ponder, reserve judgment. This, say mule admirers, is because mules always analyze everything.

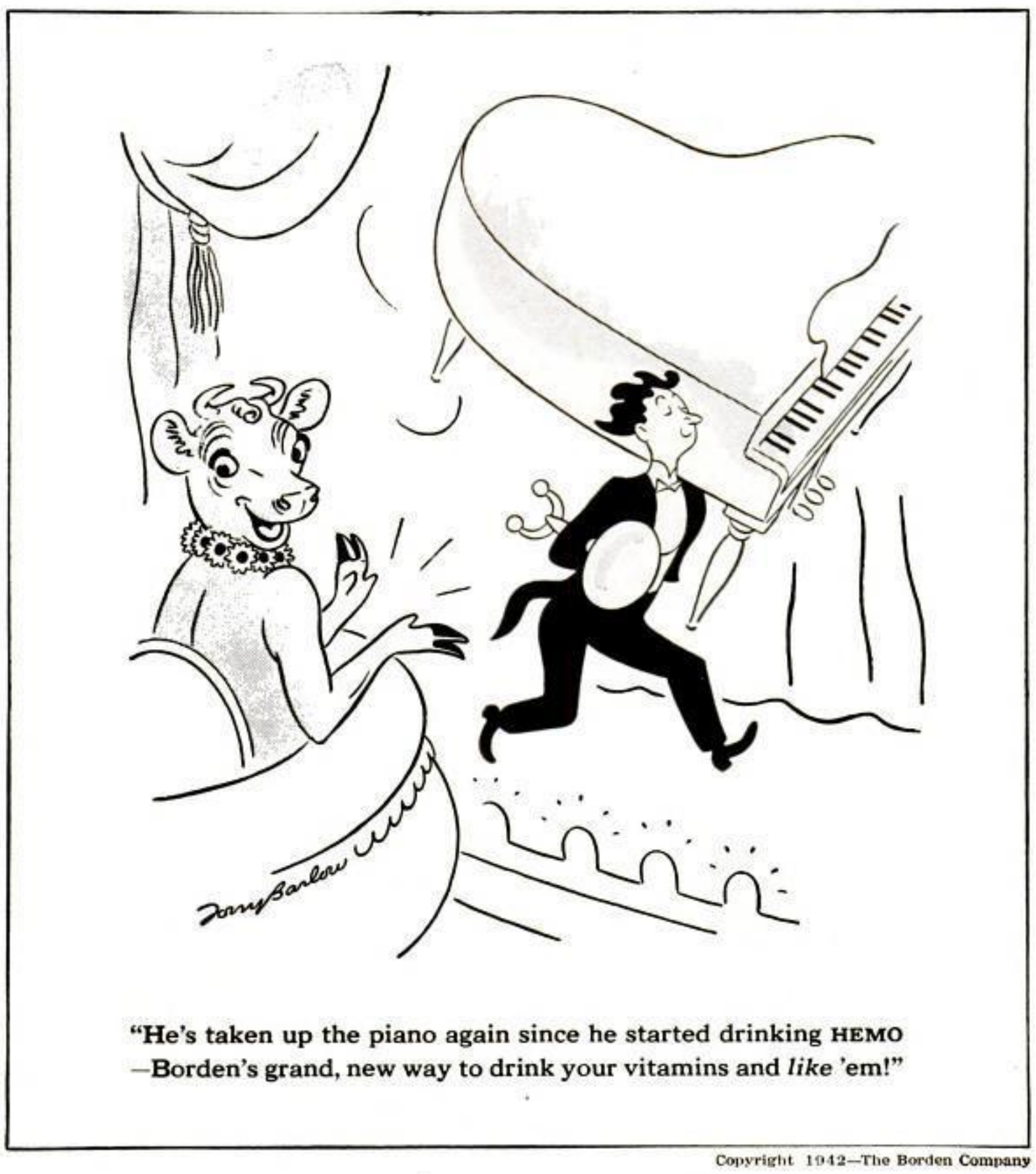


LIKE MANY MULES, JIM, ED FRAZIER'S PRIZE HORSE MULE, POSSESSES A ROMAN NOSE

POINTS THAT MAKE 2-YEAR-OLD MAUD BEST U. S. MULE ARE HER SHORT BACK, STRAIGHT NECK, STRAIGHT FRONT LEGS, WELL-FILLED RUMPS AND PLEASANT DISPOSITION



CONTINUED ON NEXT PAGE



"He's taken up the piano again since he started drinking HEMO —Borden's grand, new way to drink your vitamins and *like* 'em!"

Copyright 1942—The Borden Company



GREAT NEW
FLASHLIGHT IDEA
GIVES FREE USE OF BOTH HANDS!

Rex Ristlite snaps on like a wristwatch! Throws 500 ft. beam. A boon to mechanics, car owners, sportsmen, housewives, Army, Navy men! G.E. pre-focused bulb. Light colorful plastic. 98c—wherever flashlights are sold.
Flashlight Company of America
Jersey City, N. J.

ALSO STANDS ALONE AT ANY ANGLE

98¢ with Batteries

REX Ristlite

Many of LIFE's best pictures come from its contributors. Newspictures used are paid for at professional rates and offer an increasing market for amateurs. Camera fans over America are invited to submit their news and human-interest pictures to LIFE's Contributions Department. Here they receive equal attention with those of professional photographers.

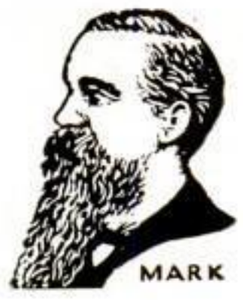
Contributions Editor
LIFE
Rockefeller Center **Time and Life Building** **New York City**

LOST

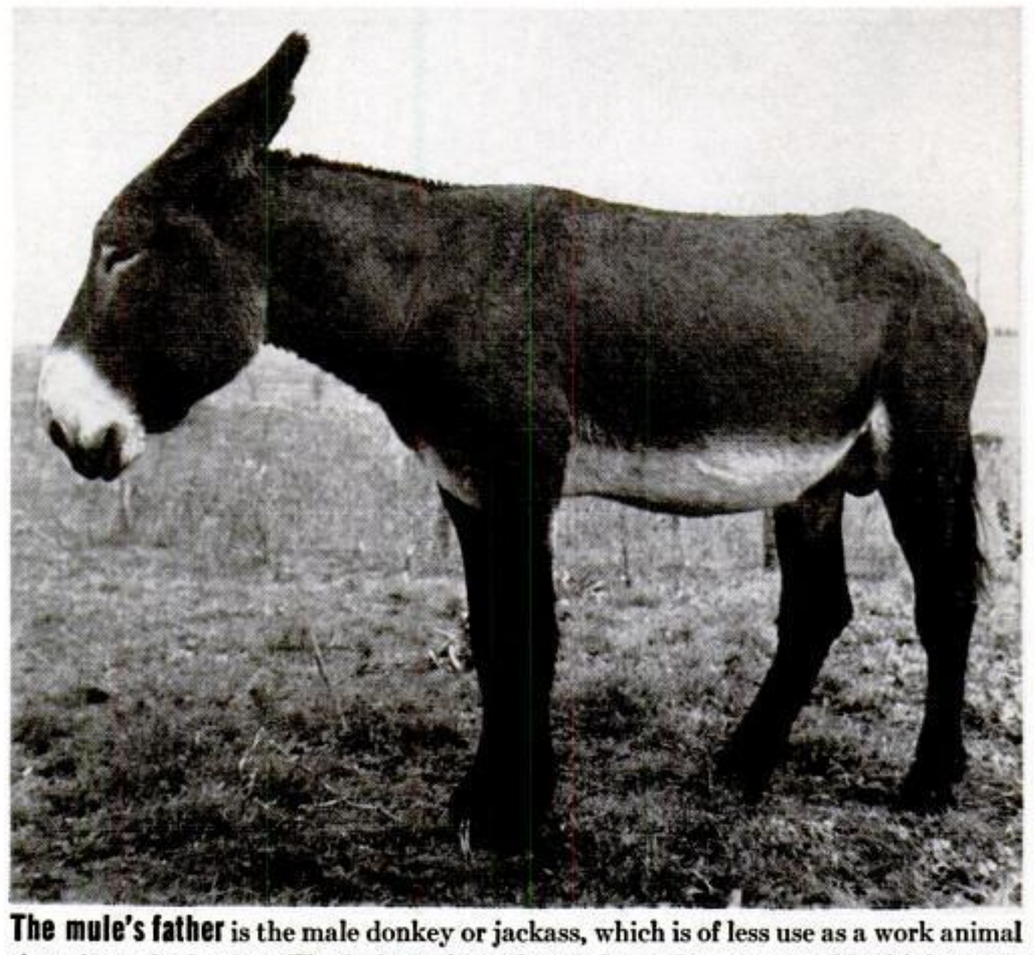


Lost—a cough due to a cold—thanks to the soothing action of Smith Brothers Cough Drops. Keep a box handy these days! Two kinds, both good, both effective, both delicious:—Black or Menthol. And still only 5¢.

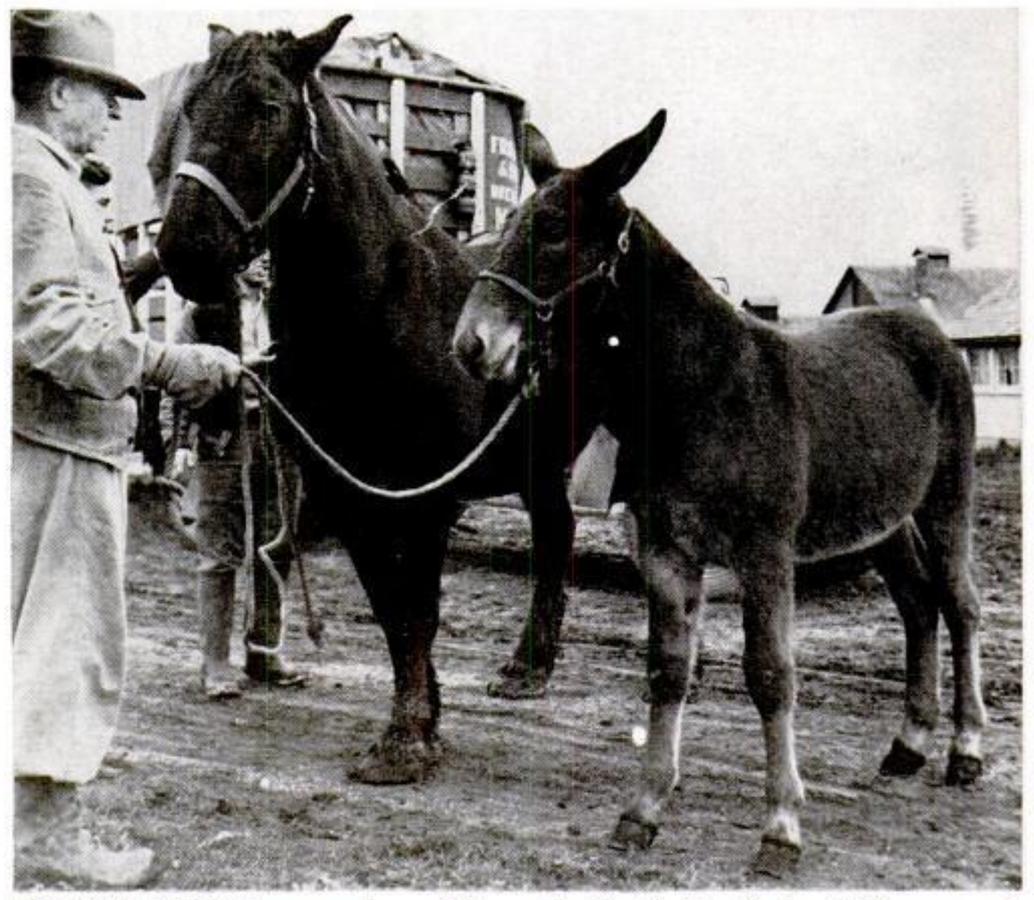
SMITH BROS. COUGH DROPS
BLACK OR MENTHOL—5¢



MULES (continued)



The mule's father is the male donkey or jackass, which is of less use as a work animal than the mules he sires. The jackass shown here is Jerry. In 15 years of faithful service around Drexel, Mo. he has fathered more than 600 mule colts. His stud fee is $12.50.



The mule's mother is a mare horse. This one has her foal beside her. Mules are smaller, smaller-footed, bigger-eared than horses. Horse stallions can be bred to female donkeys, but offspring, which are called "hinnies," are smaller, less useful than mules.



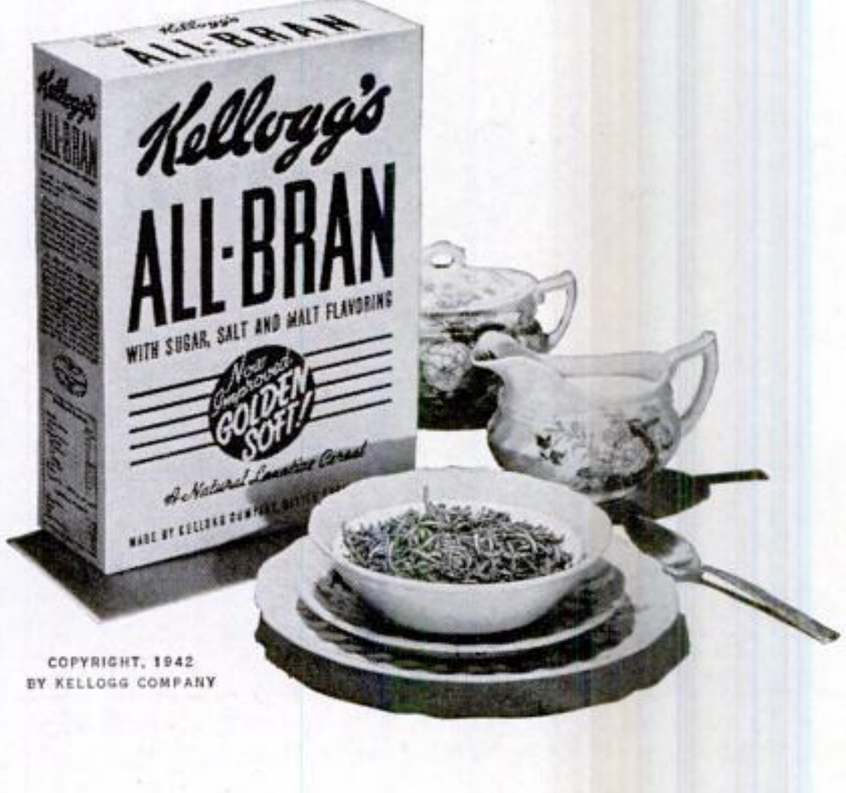
Mules' teeth are a good sign of their age. Like horses, the older mules grow the longer their teeth get. Also, like horses, mules grind their food instead of chewing it. Teeth become very sharp this way, have to be filed flat about once a year by a mule dentist.

CONTINUED ON PAGE 58

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There are two ways to make a donkey go



COPYRIGHT, 1942
BY KELLOGG COMPANY

The old proverb says: with kicks or with carrots.

It's the same principle with a lazy colon.

If yours is the common kind of constipation that's due to lack of "bulk" in the diet, there are two things you can do about it: you can goad your intestines into action with drugs, or persuade them into regularity with a bulk-rich food.

ALL-BRAN believes in the second way. It's *sounder* because it corrects the *cause* of the trouble. It's better *for* you, because ALL-BRAN works not so much on your colon, as on the food it contains. And we don't have to tell you it's *pleasanter!*

Eat crisp, nut-sweet KELLOGG'S ALL-BRAN. Eat it often, drink plenty of water, and "Join the Regulars."

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Different!
GIBSON
STRATA-ZONE

FREEZ'R SHELF ELECTRIC REFRIGERATOR
MOST CONVENIENT IN THE WORLD!



Full-width Layers of Conditioned Cold FOR FOOD GOODNESS and VITAMIN FRESHNESS!

Strata-Zone means (1) handier full-width, wall-to-wall shelves than in any other Refrigerator you've ever seen—and (2) Strata-Zone means controlled Food Conditioning . . . Keeps each food fresh and tasty as nature intended . . . Keeps meats flavor-juicy . . . Smacking desserts, frosty-cold . . . Healthful salads—made hours before, kept dewy-fresh . . . that's what Gibson's STRATA-ZONE means to you—your family—your pocketbook, for years and years to come.

Be sure to see the New Gibson STRATA-ZONE Freez'r Shelf Refrigerator before you buy! Go to the Gibson Dealer nearest you—or phone him NOW!



SUPER FREEZ'R SHELF and MOIST CHILLER

Gibson Electric Refrigerator Corporation
Greenville, Michigan
Export Offices: 201 N. Wells St., Chicago, Illinois

Keep Vitamin Food Value with

GIBSON

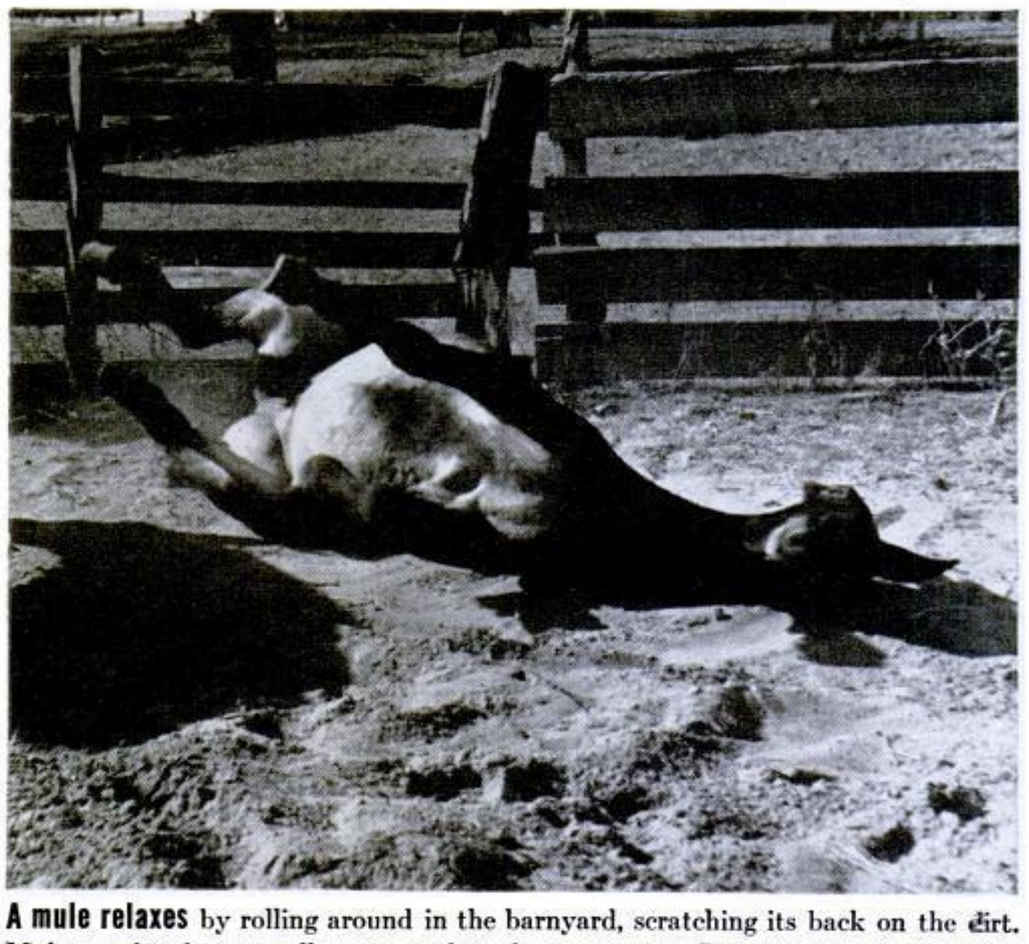
Kookall ELECTRIC Range

Precious vitamins and minerals—the delicate, elusive food flavors—all so essential to your family's health and enjoyment! These are the things you buy when you go to market! Save them—*seal them in the food you buy*—with Gibson Electrical Cooking in the exclusive Gibson Kookall! Get more information TODAY!

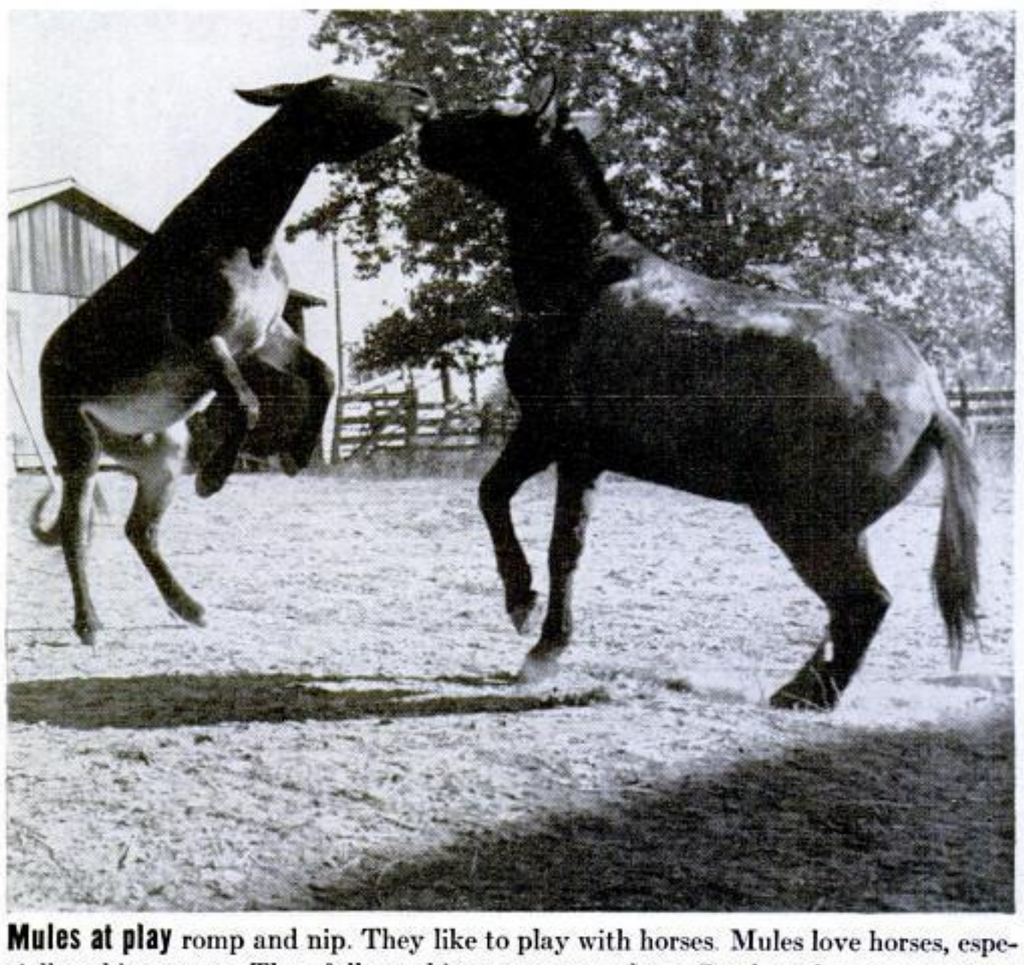




A team of prize mules pulls Ed Frazier and his wagon. Front are Maud and Jim (*see p. 55*), rear are Connie and Jude. Frazier says Missouri mules are world's best. Tennessee mulemen say their State has best mules. It has been a long-lived disagreement.



A mule relaxes by rolling around in the barnyard, scratching its back on the dirt. Mules used to be generally meaner than they are today. But the modern mule has been carefully bred from tractable mares and its disposition has noticeably improved.



Mules at play romp and nip. They like to play with horses. Mules love horses, especially white mares. They follow white mares anywhere. Stockyard men sometimes use white mares to get mules into boxcars. But usually they herd them in with sticks.

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ALL THE WORLD LOVES A "HAPPY BLENDING"!



1

Once
there was
a Hippo
named Horace
who had
all the Manly Virtues.

He was Strong,
Brave, Wise,
and even
knew how to
Change a Tire.



2

Hazel Hippo,
on the other hand,
was
Femininity Herself.

She was Gentle,
Pretty as a Picture
(of a Hollywood Hippo),
and Screamed
whenever
she saw
a Mouse.



3

So of course
Horace and Hazel
Fell for Each Other.
In a Big Way—
even for Hippos.

Because, you see, it was
a Marriage of Affinities.
A Happy Blending of many
virtues that *Belong* together.

Now this Romance
points a Whiskey Moral,
too. For the secret of
CALVERT Whiskey is
likewise
Happy Blending
of many Virtues . . .



4 You see, every drop of CALVERT is a Unique Combination of Every Desirable Whiskey Quality . . . Harmoniously Mated to give your Drinks a Happy Smoothness . . . a mellower, richer, finer Taste.

Which is why CALVERT is America's favorite Luxury Whiskey!*

Clear Heads Choose Calvert

THE WHISKEY WITH THE "HAPPY BLENDING"

Calvert Distillers Corporation, New York City. BLENDED WHISKEY Calvert "Reserve": 86.8 Proof—65% Grain Neutral Spirits...*Calvert "Special": 86.8 Proof—72½% Grain Neutral Spirits.

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THE Jarman STYLE CLOCK



Your Jarman dealer has on display a copy of this source-book of authentic 1942 shoe styling. The newest Jarman styles that will be worn by America's well dressed men are recommended for each month of the Spring and Summer season. See it before you make your selection.

FOR FEBRUARY THE JARMAN STYLE CLOCK GIVES YOU

THE JARMAN "Moc-San"

With split-second accuracy The Jarman Style Clock, Jarman's authentic style guide, ticks out a message to well dressed men, "It's the 'Moc-San' for February." And here's Jarman's 1942 interpretation of the style of the hour—the moccasin type design you'll *never* want to give back to the Indians! Once you've slipped your foot into one of these smart and comfortable



"Moc-Sans" you wouldn't swap a single pair for all Manhattan Island. They look and feel so good you'll know immediately there never was another shoe just like it! The leathers, the patterns, the finish—every minute detail of the "Moc-San" reflects the careful expert construction to be found in *every* pair of Jarman Shoes. ***$5.85 to $8.85*** *MOST STYLES*



Jarman "Moc-Sans"
Left to right:
No. 4101, No. 2-1175, No. 2-1149

Jarman Shoe Co., Nashville, Tenn.

Jarman
SHOES FOR MEN

Division of General Shoe Corp.

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BEFORE BORODINO, Sept. 7, 1812, Napoleon, with boot on drum, surveys enemy whom he has brought to battle for the first time. He and his immaculate generals (*Marshal Ney in foreground*) have chased the elusive Russians to within 70 miles of Moscow. But his striking force, from dispersion, sunstroke and horse colic, has dwindled from 650,000 men to 128,000.

NAPOLEON IN RUSSIA

Death of an Army is painted by a great Russian



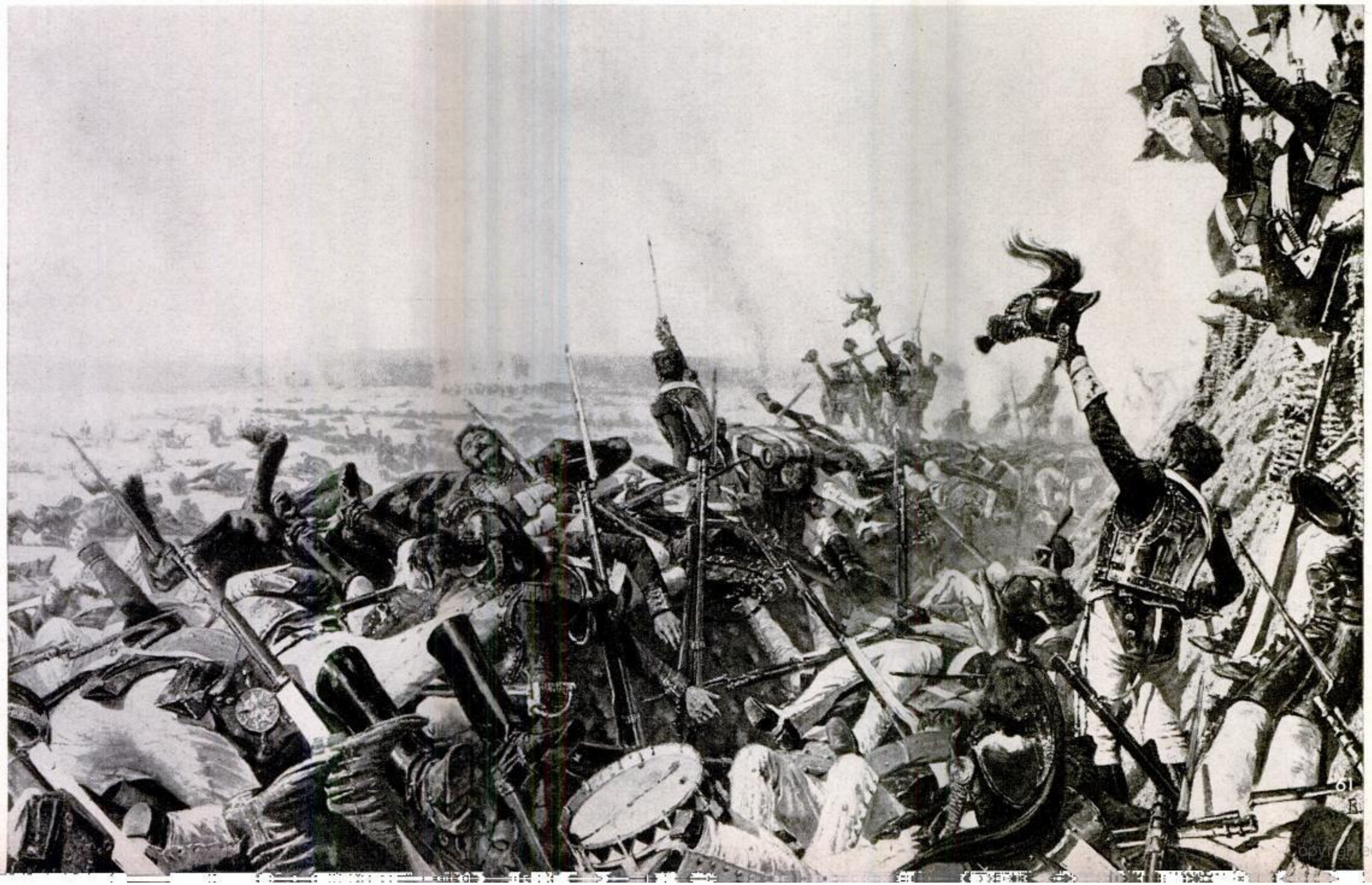
ARTIST VERESHCHAGIN

On June 22, 1941, Adolf Hitler invaded great Russia, in the footsteps of Napoleon who had done it on June 24, 1812. Hitler swept through western Russia, but well behind Napoleon's schedule. Napoleon entered Moscow Sept. 14. Hitler never did. On Dec. 7, Hitler began in earnest to walk backwards in Napoleon's footsteps. Hitler had found, like Napoleon, that ordinary rules of conquest do not apply to vast, empty, hostile Russia, especially in wintertime.

Napoleon began with 650,000 men, as against Hitler's 6,000,000. Napoleon tried in vain to bring the Russians to bay in "civilized military tactics." Hitler complained of the Soviet armies' "uncivilized" way of waging war. Both Napoleon and Hitler won the victories but reaped the ruin of their armies.

The story of Napoleon's disastrous campaign in Russia—a campaign history seems to be repeating with Hitler and his Nazis—was told in paintings by the greatest 19th Century Russian painter, Vasily Vasilyevich Vereshchagin (1842–1904). Called the *1812* series, and now hanging in a Moscow museum. they are reproduced on this and the following pages. Vereshchagin learned about war and the Russian winter in the Russian Army. He perished in the explosion of the battleship *Petropavlovsk* at Port Arthur in the Russo-Japanese War.

AT THE GREAT REDOUBT, Russian strong point at Borodino, Russians withstand three bloody assaults before they are overcome. But Napoleon was in a funk that day and failed to annihilate the defeated Russians. French losses: 28,000; Russian losses: 44,000. The Russian morale was boosted by the discovery that they could fight the French on even terms.



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MOSCOW! On Sept. 14, 1812, Napoleon sees the glittering spires of Moscow rise from the morning mists as the Russian troops leave the city under a truce agreement. He was at the gates at noon, in the suburbs at nightfall, but already fires were seen on the eastern edge of the city. Napoleon's flanks, far to north and south, were being harassed by Russian cavalry.

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MOSCOW BURST INTO FLAMES. Napoleon had set up quarters in the palatial Kremlin. A high wind whips the roaring fires across the city toward him. In this Vereshchagin painting they have reached the ancient Tartar quarter near the Kremlin. Here today is the famous Tretyakov Gallery, where hang many of this artist's paintings.

NAPOLEON IS RESCUED at 4 a. m. by his aides and rushed through the crackling flame and smoke to safety. Russians had destroyed fire engines. Moscow in two days was a ruin and the French Army was once more bivouacked on the countryside. It was only Sept. 16 and the weather was mild, but Napoleon's position was now desperate.

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THROUGH GUTTED MOSCOW, Napoleon rides at the head of his Imperial Guard (*background*) back to the Kremlin from a suburban palace he had used. The discipline of his troops—French, Germans, Poles and Italians—had all but vanished. Yet the elite of the Grande Armée could still ride with magnificent pride through scenes of horror.

ARSONISTS are rounded up by the infuriated French provosts. Some were still wearing police uniforms. The French got from them written admissions that they had started the fires under orders. Then the arsonists were lined up and executed in windrows. The French still could not believe that the Russians had fired one of their holiest cities.

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USPENSKY CATHEDRAL is used as a stable for Napoleon's horses because it had partially survived the great fire. Part of the Kremlin, it had been the Russian czars' coronation place for 300 years. At the right French looters are seen stripping the ornate walls. Very few succeeded in carrying their loot beyond Mozhaisk, 60 miles away.

THE DECISION TO RETREAT is taken by Napoleon, while his generals, hats in hand, wait for him to produce a miracle. The scene is a peasant hut in Grodnya, 50 miles from Moscow. Napoleon was now paying the price for having always suppressed individual brilliance in his general officers. All decisions, even in detail, had to be made by him.

hted material



ATTACK! The terrible retreat is under way. Now barely 50,000 strong, the Grande Armée is so demoralized that only the Imperial Guard obeys the order to march in a hollow square. West of Smolensk the Russians tried to cut them off. Napoleon attacked and broke through, leaving Ney's rear guard behind. Notice soldier in foreground warming hand under coat.

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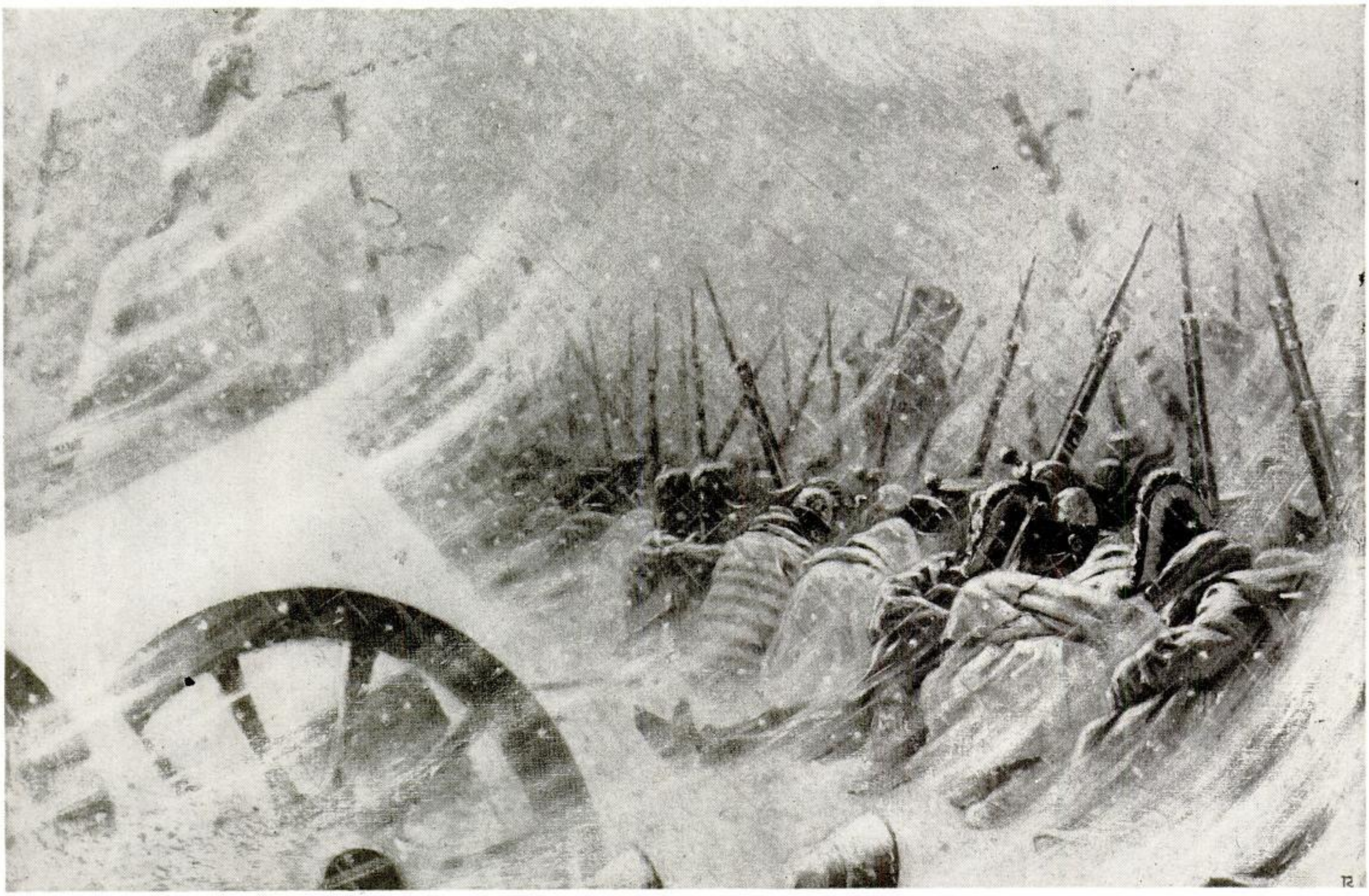
GUERRILLAS, in November 1812, as in January 1942, are the invisible audience of the great conqueror's ignominious retreat. Here they wait their opportunity to attack French stragglers and small units, to surround and pick off French foraging parties. In 1812 the first frost along the retreat route came on Oct. 27. Nights did not become severe until Nov. 8.

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ONE LITTLE MAN, fur-wrapped, at the head of his staff, plods silently past the wreckage of a great Army. Behind come his green, six-horse sleeping coach, in which he will soon flee his Army and the remains of the Imperial Guard. The Army now numbers 30,000 and will soon reach 8,000. Food is not to be had. The clouds of ravens are possibly an artistic touch.

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NIGHT HALT OF THE GRANDE ARMEE. After Nov. 8, the French began to freeze by thousands in their sleep as they bivouacked without fire or shelter in blizzards. But even on Nov. 28, the Beresina was not frozen over when French crossed it. In this famous Vereshchagin picture, half-frozen grenadiers try to get a little warmth from their packed bodies.

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MOSCOW JOURNAL

EYEWITNESS ACCOUNT OF FAMOUS RETREAT FROM RUSSIA BY A GENERAL OF NAPOLEON

by ARMAND de CAULAINCOURT

In 1933, in the rubble of a French chateau destroyed during World War I, was discovered a moldering manuscript written in the 1820's and never published: the memoirs of the Marquis de Caulaincourt, who was with Napoleon throughout his disastrous campaign against the Russians. (Under the title *With Napoleon in Russia*, the memoirs were published in America by William Morrow & Co., in 1935.)

Caulaincourt was Napoleon's vigorous and outspoken ambassador in Russia. After his recall to Paris he commented freely on the dangers of the campaign, but only irritated Napoleon, whose mind was made up. Roads had been built into Poland, extra troops massed on the border, when Caulaincourt, attached to the Emperor's staff as Master of Horse, accompanied the Army into enemy territory at dawn on June 24, 1812. Following condensation of his extraordinary memoirs begins at this point.

The Emperor came up to the border at a spot two and a half miles from Kovno. As he galloped through the wheat, a hare started out between the legs of his horse and made him swerve slightly. The Emperor, whose seat was poor, rolled to the ground but mounted again without saying a word. The ground was very soft and he was only slightly bruised. It struck me then that here was a bad omen.

The Niemen was crossed during the night. The Emperor was amazed that the enemy had yielded Vilna without a struggle and had taken their decision in time to escape him. It was truly heartbreaking for him to have to give up all hope of a great battle.

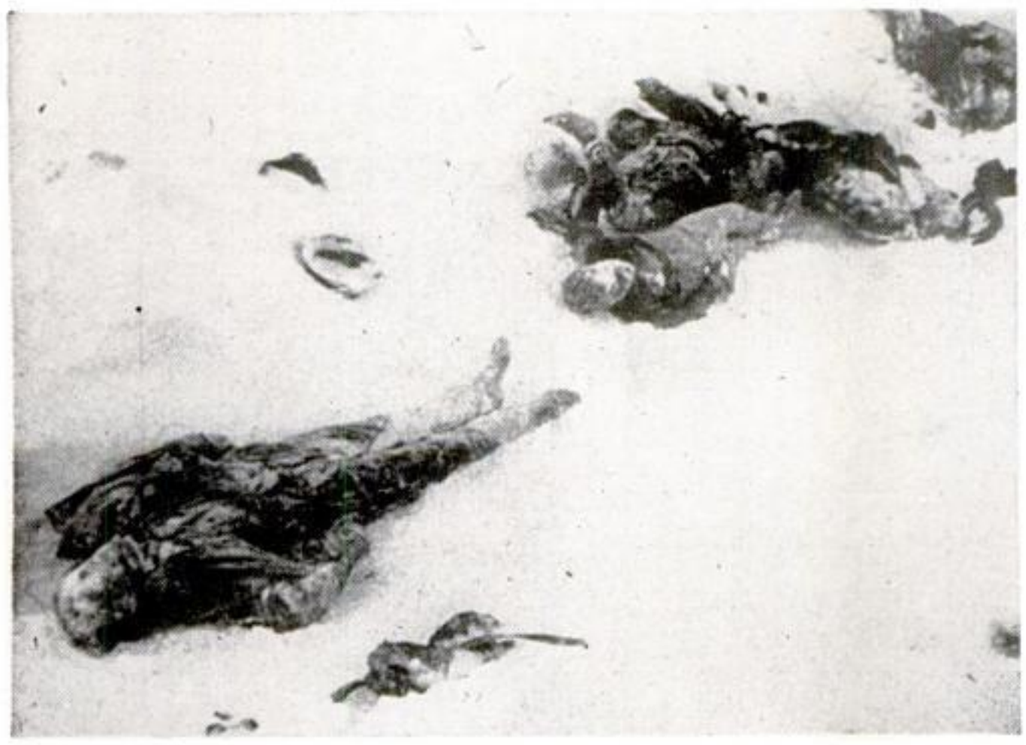
This was the first of many such disappointments. The French pursued the flying Russians across Poland, through Vitebsk, Smolensk, Vyazma, exhausting themselves in their search for the "great battle." As they retreated, the Russians burned their towns to ashes.

Some believed that the burning of the cities was due to the disorders of our vanguard. Several persons spoke to the Emperor about these fires. He ordered my brother at Vyazma to press the enemy so closely as to enter the town on the heels of their rear guard. These orders were obeyed to the letter but the town was already on fire in several places. Everyone was taken aback, the Emperor as well as his men—though he affected to turn this novel method of warfare into ridicule. He spoke jokingly about what he called "a people who burn their houses to prevent our sleeping in them for a night!"

While we were following the Russian Army, General Kutusof had been summoned to the command. He [the Emperor] went over with relish the following reflections: "The new general cannot continue this plan of retreat. He has been summoned to command the Army on condition that he fights." These considerations decided the Emperor to prepare likewise for action.

On Sept. 7 headquarters were near Borodino. As soon as daylight came, the Emperor's order of the day was read to the troops:

CONTINUED ON NEXT PAGE



Frozen corpses have marked the path of two great conquerors who invaded Russia. These German dead in 1941 show high-water mark of Nazi wave that swept almost to Moscow.



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MOSCOW JOURNAL (continued)

"Soldiers! This is the battle you have longed for. It will bring us abundance, good winter quarters and a quick return home. Do as you did at Austerlitz, at Friedland, at Vitebsk, at Smolensk. May it be said of you: *He was at the great battle beneath the walls of Moscow!*"

Marshal Ney overwhelmed and broke up the advance corps of the center with his usual boldness, and my brother seized my hand, saying: "With things this hot, I don't suppose I shall see you again. We shall win or I shall get myself killed."

By 10 o'clock the enemy had lost all the ground in front of the Great Redoubt at their center which belched out a veritable hell. In vain did Ney and the Viceroy combine their forces to attack it. They were repulsed.

All this time the Emperor was watching the movements at the center.

"We shall win this battle," he said, "but it will not be conclusive if we do not take prisoners."

Our troops redoubled their efforts. The fire increased to greater intensity. It was at this moment that my brother placed himself at the head of the Fifth Cuirassiers to lead the troops on the Great Redoubt. He drove out the enemy and from that moment the battle was won.

It was 3 o'clock when an aide-de-camp arrived in hot haste to tell the Emperor that the Great Redoubt had been taken by my brother and that he had been killed by a bullet below the heart. I need not attempt to describe my feelings.

Never had a battle cost so many generals and officers. There were very few prisoners. The Russians showed the utmost tenacity—their fieldworks and the ground they were forced to yield were given up without disorder. Their ranks did not break—pounded by the artillery, sabered by the cavalry, forced back at the bayonet point by our infantry, their somewhat immobile masses met death bravely and only gave way slowly before the fury of our attacks. Several times the Emperor repeated that it was quite inexplicable to him that redoubts and positions so audaciously captured and so doggedly defended should yield us so few prisoners.

That night the enemy began their retreat in plain view. At dawn there were only Cossacks in sight. The Emperor was very much preoccupied, although he frequently repeated: "Peace lies in Moscow."

The Holy City

At 10 o'clock in the morning of Sept. 14, the Emperor was on the heights overlooking Moscow when he received a note informing him that the enemy had evacuated the city and that a Russian officer had been sent with a flag of truce to ask for a suspension of hostilities while the troops were crossing the city. The Emperor agreed to this but ordered a deputation of the city authorities to meet him at the city gate.

Not imagining for a moment that this deputation would fail to appear, the Emperor reached the barrier of the moat at noon. He grew impatient and kept calling for some citizens of note. At last reports came. They had not discovered a single prominent inhabitant. All had fled.

It would be difficult to describe the impression made on the Emperor by this news. Never have I seen him so deeply impressed. His face, normally so impassive, showed instantly and unmistakably the mark of his bitter disappointment.

At 3 o'clock the Emperor installed himself in the apartments of Czar Alexander in the Kremlin.

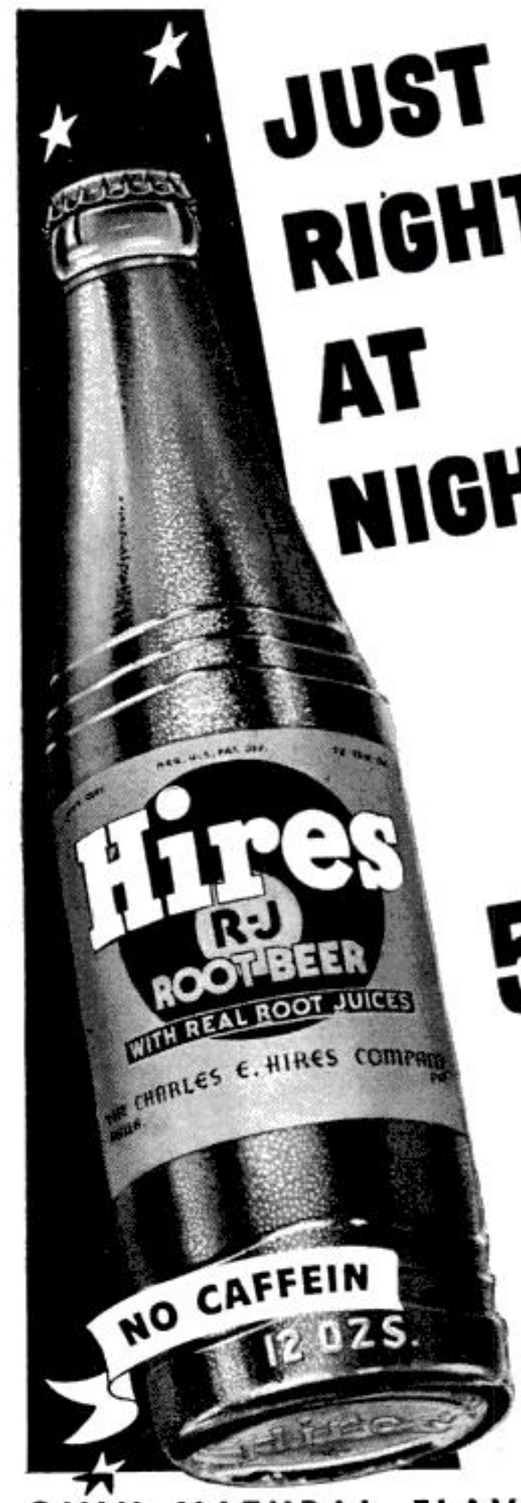
At 8 o'clock in the evening flames broke out in one of the suburbs. It was attributed to the carelessness of the troops.

The Emperor retired early; everyone was fatigued and as anxious to rest as he was. At 10:30 my valet woke me up with the news that for three-quarters of an hour the city had been in flames. I had only to open my eyes to realize that this was so, for the fire was giving off so much light that it was bright enough to read in the middle of my room. As the fire was spreading in the quarters farthest away from the Kremlin, we decided to let the Emperor sleep a little longer, as he had been extremely tired during the past few days, but at 4 o'clock in the morning the conflagration was so widespread that we judged it necessary to wake him.

The troops were under arms; the few remaining inhabitants were fleeing their houses and gathering in the churches; there was nothing to be heard but lamentation. From different houses officers and soldiers brought moujiks, who had been taken in the act of setting fire to inflammable material in houses. The Poles reported that they had already caught some incendiaries and shot them; and they added, moreover, that orders had been given by the Governor that the

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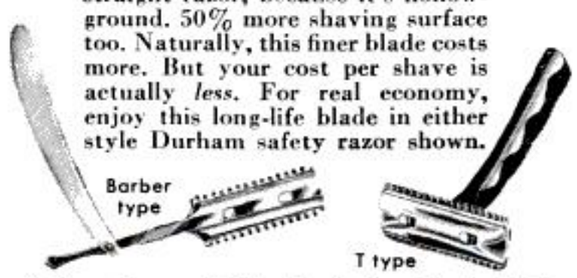
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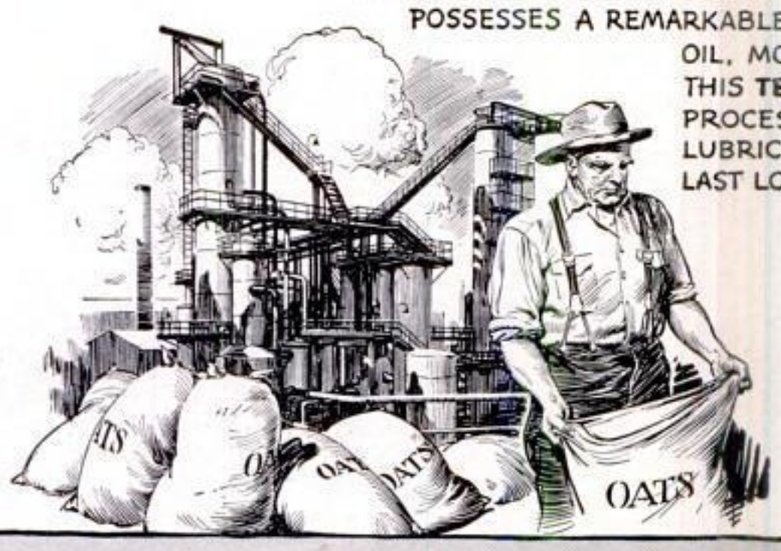
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whole city should be burned during the night. These reports seemed incredible.

The Emperor was deeply concerned. Toward 9:30 he left the courtyard of the Kremlin on foot, just when two more incendiaries, caught in the act, were being brought in. They were in police uniform and repeated their declarations: their commanding officer had ordered them to burn everything.

The conflagration continued to spread. It had already reached the houses around the Kremlin. The wind fanned the flames to a terrifying extent and carried enormous sparks to a distance, where they fell like a fiery deluge hundreds of yards away. The air was so hot and the pine-wood sparks were so numerous that the beams supporting the iron plates which formed the roof of the arsenal all caught fire. The roof of the Kremlin kitchen was only saved by men being placed there with brooms and buckets to gather up the glowing fragments and moisten the beams.

The air was charged with fire; we breathed nothing but smoke and the stoutest lungs felt the strain after a time. The bridge to the south of the Kremlin was so heated that it kept bursting into flames, although the Guard, and the sappers in particular, made it a point of honor to preserve it. I stayed with some generals of the Guard and aides-de-camp of the Emperor, and we were forced to lend a hand in the midst of this deluge of fire in order to spur on these half-roasted men. It was impossible to stand more than a moment in one spot. The fur on the grenadiers' caps was singed.

About 4 o'clock in the afternoon the Emperor gave orders to leave the city and forbade anything to be left within its walls, establishing headquarters at the Petrovskoie Palace outside the city.

Discipline vanishes

On Sept. 18 the Emperor returned to the Kremlin. His departure from Moscow had been the signal for outbreaks of the gravest disorder. Such houses as had been saved from the fire were pillaged. Shops and wine cellars were forced open; and thence flowed every excess, every crime that can result from the drunkenness of soldiers who have got out of their superiors' control. The city rabble, taking advantage of this disorder, began pillaging too, and led the troops to the cellars and vaults and anywhere else that they thought might have been used to conceal property, in the hope of sharing the pillage. All kinds of supplies were found, and it was thanks to the surplus that we were able to live in abundance until our departure from the city, and even to keep the men and horses alive during part of the retreat.

Shortly after this the Emperor announced that he had resolved to take up his winter quarters in Moscow. The weather was so fine and the temperature so mild that even the natives were amazed. It seemed as if even the seasons were conspiring to deceive the Emperor. Every day His Majesty remarked very pointedly, when I was present, that the autumn at Moscow was finer and even warmer than at Fontainebleau. He rode horseback every day and I do not think he once went out without ironically comparing the weather and the temperature with that of France.

For a precious month of warm weather Napoleon remained undecided in Moscow, hoping in vain to arrange a truce with the Czar. By Oct. 19, his army numbered 95,000 men and 250 mobile cannon. The cold weather was now beginning, but it did not contribute as quickly to the debacle as did the increasing lack of discipline on the march which was almost immediately displayed by the French troops.



Machines of war freeze solid at 30° below. The debris of Hitler's mechanized force litters the countryside for hundreds of miles along Russian battle front, where it stalled in the

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The Emperor finally decided to abandon Moscow. He was forced to this decision by the losses incurred, the state of our cavalry and the realization that the Russians would not come to terms.

The weather was bad on Oct. 21 and the ground so sodden with rain that we had great difficulty in making Borovsk in two marches across country. The draft horses were finished. The cold nights were too much for them; and already we were beginning to abandon ammunition cases and transports. Every man's first thought on arrival was to find food, and this could only be done by going off the main road and so risking capture by Cossacks.

They are certainly the finest light troops in the world for guarding an army, scouting the countryside or carrying out skirmishing sallies; but whenever we marched against them boldly in a solid body they never offered resistance, even when they outnumbered us by two to one. Attempt to attack them singly or charge them in scattered formation and one is lost. They return to pursue as quickly as they withdraw from attack. Being better horsemen and mounted on more responsive horses than ours, they can escape us when necessary or pursue us when it suits them. They spare their horses the futile running to-and-fro by which we wear out our own.

On Oct. 28 we passed within sight of Mozhaisk but did not enter it. On his way by the Emperor himself took part in placing many of the wounded in his own carriages. In spite of all warnings that this would inevitably mean death, the unfortunate men who had left the field hospital to drag themselves along the road were placed, by his orders, wherever they could hang on—on covers of wagons and even in the forage carts or in the back of vehicles already crowded. And in due course they were the victims of the Emperor's good intentions, who had thought to remove them from any danger they might run through the barbarity of the Russian peasants. Those who did not die of exhaustion, through the discomforts of their position, either fell victims to the cold nights or died of hunger.

The carriages, drawn by tired and underfed horses, were traveling 14 and 15 hours of the 24. They kept to the road and found no place that afforded them any supplies. During the halts the drivers went aside from the road with some of their horses in search of food and fodder, however poor, in the deserted villages and encampments. Being uncertain as to what they would have tomorrow, they kept whatever they found carefully to themselves. Often they had not even time to start a fire. Never was there a sadder fate, a more wretched or hopeless position. Inevitable death seemed to beset us on all sides. The surgeons and doctors, with neither food nor physic nor bandages, and having for the most part not even bread for themselves, were forced to shun the hapless sick or wounded, to whom they could no longer be of any service.

As far as Orsha we had to cross a veritable desert. The country on either hand of our route had been marched over, eaten out and left bare by the Army. The plight of the carriages can be imagined. Having left Moscow with us—already full of refugees, women and children—they now had to take up more and more of the wounded. They were put on the top seats of the carts, on the forecarriages, behind on the trunks, on the seats, in the fodder carts. They were even put on the hoods of the wagons, when there was no room underneath. One can imagine the spectacle our convoys presented. At the least jolt those who were most insecurely placed fell off; the drivers took no care. The driver following, for fear of stopping and losing his place in the line, would drive pitilessly on over the body of the wretch who had fallen.

My eyes never saw a sight so horrible as the march of our Army 48 hours after Mozhaisk. I still shudder when I say that I have seen men deliberately drive their horses at speed over rough ground, so as

CONTINUED ON NEXT PAGE



snow and ice two months ago. Compare this with the picture at top of page 68. But in 1942 Hitler's disciplined, reorganized army may return to the assault on Russia in April.

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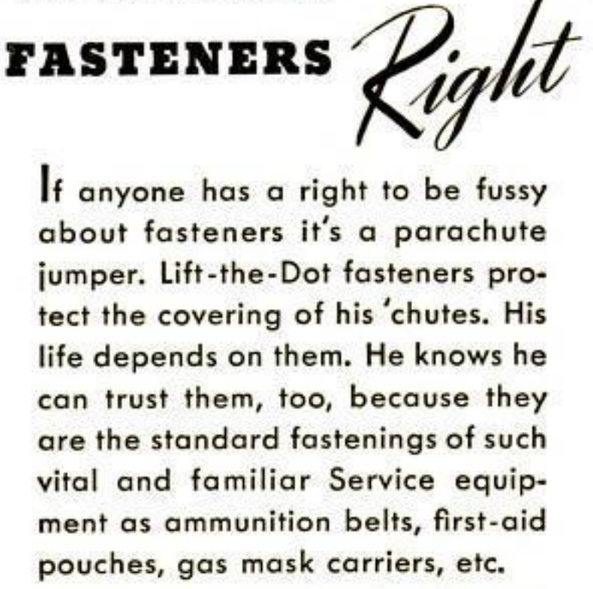


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to get rid of the unfortunates with whom they were overweighted; and although they knew that hoofs would mutilate them or wheels crush them, they would yet smile triumphantly when a jolt freed them of one of those wretches. Every man thought of himself, and of himself alone. Each heartened himself with the thought that in front of him he would find foodstuffs; but except in some large towns such as Smolensk, which had a few stores, they found nothing. The horses were fed on rotting corn and straw from old encampments.

On Nov. 7 we were at Pnevo. The cold was becoming more and more intense, but everyone thought we were coming to the end of want when we reached the stores of Smolensk and the quarters that the Emperor promised. Our arrival there was notable for the fresh disasters which befell us. Baraguey d'Hilliers' corps, fresh from France, was surrounded and taken prisoner, and Augereau, with more than 2,000 men, surrendered to an advance guard of the Russians.

From that moment the Emperor realized the impossibility of going into winter quarters at Vitebsk and Orsha. He left Smolensk on Nov. 14.

"With every step I take, I shall find reinforcement," he told me, "while Kutusof, who will likewise be worn out with marching, will be getting further away from his reserves. He will be left in a countryside which we have exhausted. Ahead of us there are supplies in store. The Russians will starve to death back here."

Cossacks kept up perpetual raids along the road, crossing between one regiment and another, improvising sudden attacks, killing and wounding, robbing all those whose lives they spared and looting wagons and carriages when they came upon them. It is not difficult to imagine the perturbation spread by such tactics.

Then there was the ice! Officers who had kept their horses were unable to make them move. They dragged them along behind, finding that they made better progress on foot.

On Nov. 22 the Emperor stopped at Tolotchine. It was there he found out that Minsk had been evacuated. This news meant the loss of all the supplies he had counted on to rally and reorganize the Army. Moreover, he now had to face the disturbing certainty that the main Russian Army was massing to cut off our retreat at the Beresina River.

It was on the next day that the State Secretariat burned its papers. The Emperor sent for me in the small hours of the morning and told me of the bad news.

"This is beginning to be very serious," he said.

Russian Winter

The weather was overcast and threatened snow. The sick and wounded froze during the night near the bivouacs. Carelessness and the difficulty of finding fodder and, above all, water, caused many of the horses to perish. When a driver arrived in the evening, half-dead with cold, he would be afraid of getting lost. He would try and find some means to light a fire, to shelter himself and to get hold of something to eat. When he was not too much overcome, he would try and do what he could for the horses. More often than not, however, he just left them where they stood, and we set out next morning without the wretched animals having been unharnessed.

M. Giroud, my aide-de-camp, who had been in my carriage since he was wounded at Krasnoe, died during the night of Nov. 22. He had been unconscious for two days.

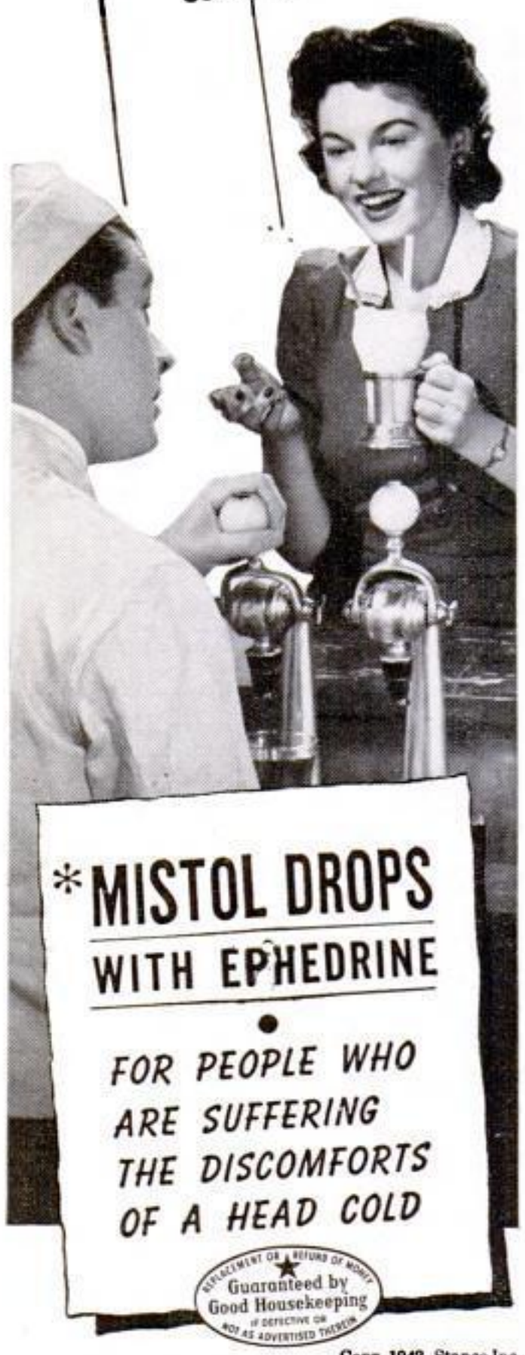
From Tolotchine to Bobr the road was even more thickly covered with dead horses than before. There were many human corpses, too, and at every bivouac one saw large numbers that had died of suffocation from the fumes of the fires, because they had dragged themselves too close when already frostbitten and half-frozen. Others still moaned but could not drag themselves away, either because they were too weak or because their hands and feet were frozen. This horrible sight made a profound impression on everyone. It was impossible to convince a poor wretch numbed with cold that fire was fatal to him; that the only remedy was movement and friction with snow. As the Emperor passed through that ill-starred multitude, there was not a murmur or a groan to be heard. How generous those Frenchmen were in their misfortune! They cursed the elements, but had not a word of reproach for *La Gloire*.

The French barely escaped being cut off at the Beresina River. Miles of icy marsh nearly immobilized them, but the Russians failed to attack in force.

The Beresina had swept away a large number of our strays and stragglers. All that remained of the First Corps was its color guard and a few officers surrounding their marshal. Our cavalry, apart from the Guard, no longer existed except in the form of parties of strag-

"GOSH! I NEVER EXPECTED YOU'D BE ON THE JOB TODAY WITH THAT STOPPED-UP NOSE YOU HAD YESTERDAY!"

"JUST AN EFFICIENT STENOG, JOE...I USED MISTOL*"



*MISTOL DROPS WITH EPHEDRINE

FOR PEOPLE WHO ARE SUFFERING THE DISCOMFORTS OF A HEAD COLD

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glers which, although the Cossacks and peasants attacked them savagely, overran the villages on our flanks. Hunger proved an irresistible force and the need to live, to find shelter against the cold, made men indifferent to every sort of danger.

A great Army melts away

Disorganization was perceptibly gaining ground in the Guard. One constantly found men who, overcome by the cold, had been forced to drop out and had fallen to the ground, too weak or too numb to stand. Ought one to help them along—which practically meant carrying them? They begged one to let them alone. There were bivouacs all along the road—ought one to take them to a campfire? Once these poor wretches fell asleep they were dead. If they resisted the craving for sleep, another passer-by would help them along a little farther, thus prolonging their agony but not saving them; for in this condition the drowsiness engendered by cold is irresistibly strong. I tried in vain to save a number of these unfortunates. The only words they uttered were to beg me; for the love of God, to go away and let them sleep. To hear them one would have thought this sleep was their salvation. The road was covered with their corpses.

The Emperor stopped for a little while at the crossing of the Villia to watch the debris of our Army file past. It was here that I saw Cossacks, tired of killing our stragglers, robbing everyone they came across. They were taking their clothes and, when no superior officers were about, driving them along naked in front of them like cattle.

On Dec. 3 we reached Molodetchna, where 14 dispatches from Paris were received all at once. Everyone was glad to have news from home. The Emperor instructed me to send an aide to Paris to prepare public opinion for a bulletin (the famous Bulletin 29) giving an account of events and of our latest disasters. He said to me:

"I shall tell everything. Full details now will mitigate the effect of the disasters which have to be announced later."

The more overwhelming our disasters were, the more indispensable (he thought) became his return to France.

"In the existing state of affairs," he said to me, "I can only hold my grip on Europe from the Tuileries."

He summoned his generals. The King of Naples, the Viceroy, the Marshals, the Dukes of Elchingen, Treviso, Istria and Danzig, the Prince of Eckmühl—all arrived in turn. They constituted a sort of council to which the Emperor announced his determination to go to Paris. His manner was that of someone submitting a project for their opinion on it; and they were unanimous in urging him to go.

The Emperor and I set out at exactly 10 o'clock in the evening (Dec. 5, 1812) in his sleeping coach. The secret was so well kept that no one had the least suspicion of what was happening.

I do not remember that I ever suffered so much from cold as on the journey from Vilna to Kovno. The thermometer had gone to 20° below. Although the Emperor was dressed in thick wool and covered with a good rug, with his legs in fur boots and then in a bag made of a bear's skin, yet he complained of the cold to such an extent that I had to cover him with half my own bearskin rug. Breath froze on the lips and formed small icicles under the nose, on the eyebrows and round the eyelids. All the clothwork of the carriage and particularly the hood, where our breath rose, was frozen hard and white. When we reached Kovno the Emperor was shivering as with the ague. He talked incessantly.

"Everything turned out badly," he said finally, "because I stayed too long in Moscow. If I had left four days after I occupied it, as I thought of doing when I saw the town in flames, the Russians would have been lost. I would have dictated the terms of peace and your precious Alexander would have signed them."



Bogged in mud, a German military car has to be pulled out by straining Nazi soldiers on Russian front. Mud and snow similarly bogged down Napoleon's cavalry in 1812.

Always a winner!



Whitey: "How does the competition look to you, Blackie?"

Blackie: "I'm not worried, Whitey . . . class will tell!"



● And it's Black & White's character that gives it class! You sense it instantly—in the superb flavor and delicate bouquet. If you want real satisfaction in Scotch—pick a winner—ask for Black & White!

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Harry and Harold (*right*) Martinson drink root beer at the farewell party with Harold's best girl, Charlotte Owenson, 18. She gave Harold a shaving kit as a going-away present.



A farewell party for the twins was given by Janice Aarvig, 16 (*third from the right, front row,*) daughter of Story City implement dealer. Others in front row are (*from left*) Harold, Charlotte,

Life Goes Calling on Two New Naval Recruits

The Martinson twins, just turned 17, say goodby to Roland, Iowa, the day before joining the Navy

Harold and Harry Martinson of Roland, Iowa, are blond, identical twins of Swedish descent. For a long time they have had an identical desire: to join the Navy. Because they were only 16, the Navy and their father, Hjalmar Bernherd Martinson, the butcher in little Scandinavian Roland (*pop. 900*), objected. On Dec. 22, however, the twins became 17, minimum naval enlistment age, and twelve days later, with right hands upraised, Harold and Harry swore that they would "bear true faith and allegiance to the United States of America and serve them honestly and faithfully against all their enemies." Outside, the family, its objections swept aside by Pearl Harbor, waited quietly. They had risen at dawn to drive the boys into town through blizzard-drifted roads. "We haven't starved a day in this country," observed Mr. Martinson, and his wife shrugged. "In wartime men have to do as they please," she said.

Before they left, the twins went to a farewell New Year's Eve party (*see above*) at the home of Janice Aarvig, 16, in Story City, six miles away. Consuming quantities of root beer, cold tongue, hot dogs and cookies, they danced, sang *Auld Lang Syne,* and hung openmouthed on the words of Robert Ostrem, 19, a full-fledged

At last dinner at home, the Martinsons solemnly ate turkey with Swedish dressing and discussed the Navy. In the foreground are younger brothers Arthur, 9 (*left*), and Martin, 13.

After dinner, the Lutheran pastor held a prayer service, told twins: "Be honest with your fellow sailors, your God and your superiors. Be honest with your parents and write to them often."





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Harry, Olive Espe, 15, "Dutch" Kreutner, 15, who was minding a neighbor's baby, Sailor Robert Ostrem, 19, and Norma Jacobs, 15, who told everyone about her two brothers in the Navy.

While Harold danced, Harry, whose date stood him up, spent the evening listening reverently to tales of life in the Navy from Robert Ostrem, 19, sailor who was home on leave.

sailor in uniform who was home on leave from his duties as an apprentice cook at an inland naval station. Ostrem displayed a newly acquired scar on his forehead and announced to his hushed listeners, "I'm going to Chicago tomorrow. I know a girl in Chicago." From his wallet he produced a picture of a girl and showed it to Harry. "That's my Detroit girl," he said.

"Gee," murmured Harry.

Next evening, their last day at home, the Martinson boys sat down to a huge turkey dinner. The twins could barely wait for their father to finish grace, in Swedish, before they began discussing the Navy, and whether they were madder at the Germans or the Japanese. When dinner was over, everybody ceremoniously helped them pack a few essential belongings in a single small suitcase, then gathered around the dining-room table when their friend the Lutheran pastor, the Reverend Olaf Holen, stopped in to conduct prayer service, family style. To each of the twins he gave a copy of the blue-covered Lutheran Servicemen's Prayer Book, with marked passages for their study. "If you take the word of God with you," said Rev. Mr. Holen, "you will always be safe." "Amen," chorused the Martinsons.



MRS. MARTINSON AND YOUNGER SONS WAIT FOR THE CAKE TO BAKE IN THE KITCHEN

Everybody helped pack the twins' belongings in a single suitcase. They took only bare essentials: brushes, stationery, razors, handkerchiefs. All their clothes will now go to younger brothers.



Their last night in the old homestead in Roland the twins were tucked into bed as usual by their mother. Next morning the whole family was up at dawn to drive to Des Moines.

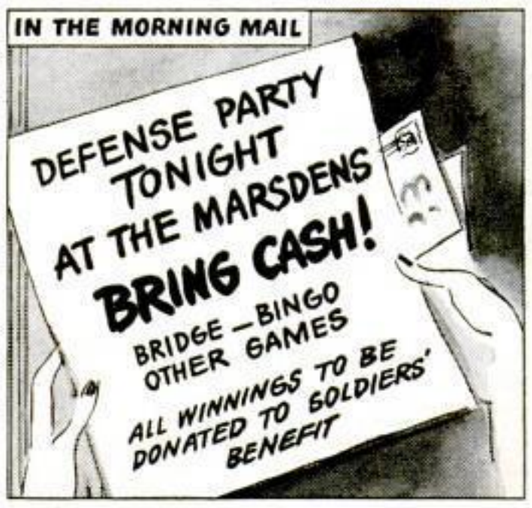


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Honey
BEAUTY ADVISOR SAYS:
"THE **OTHER MAN** NOTICED HER SOFT, ROMANTIC HANDS!"





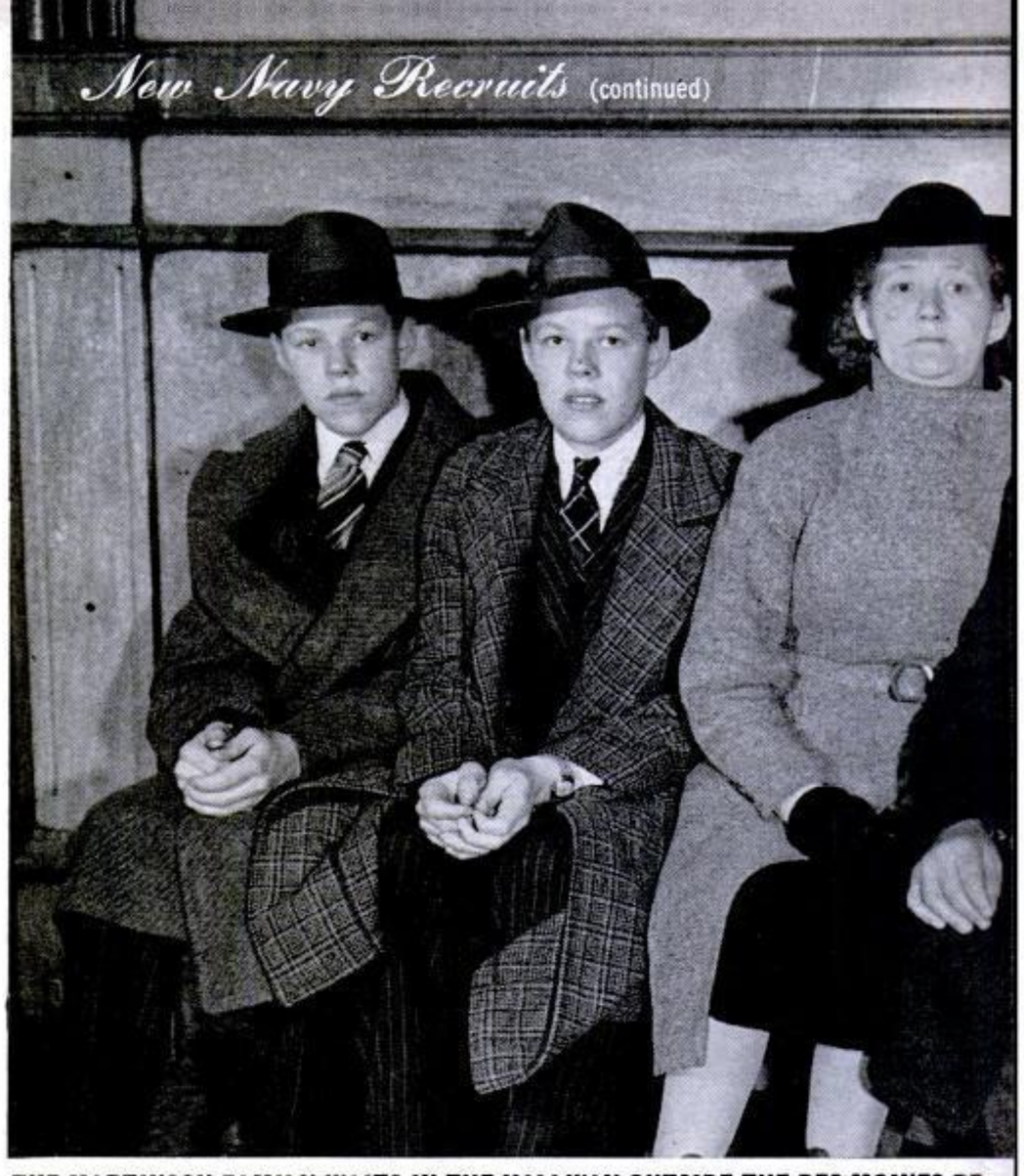






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HINDS FOR HANDS
and wherever skin needs softening!

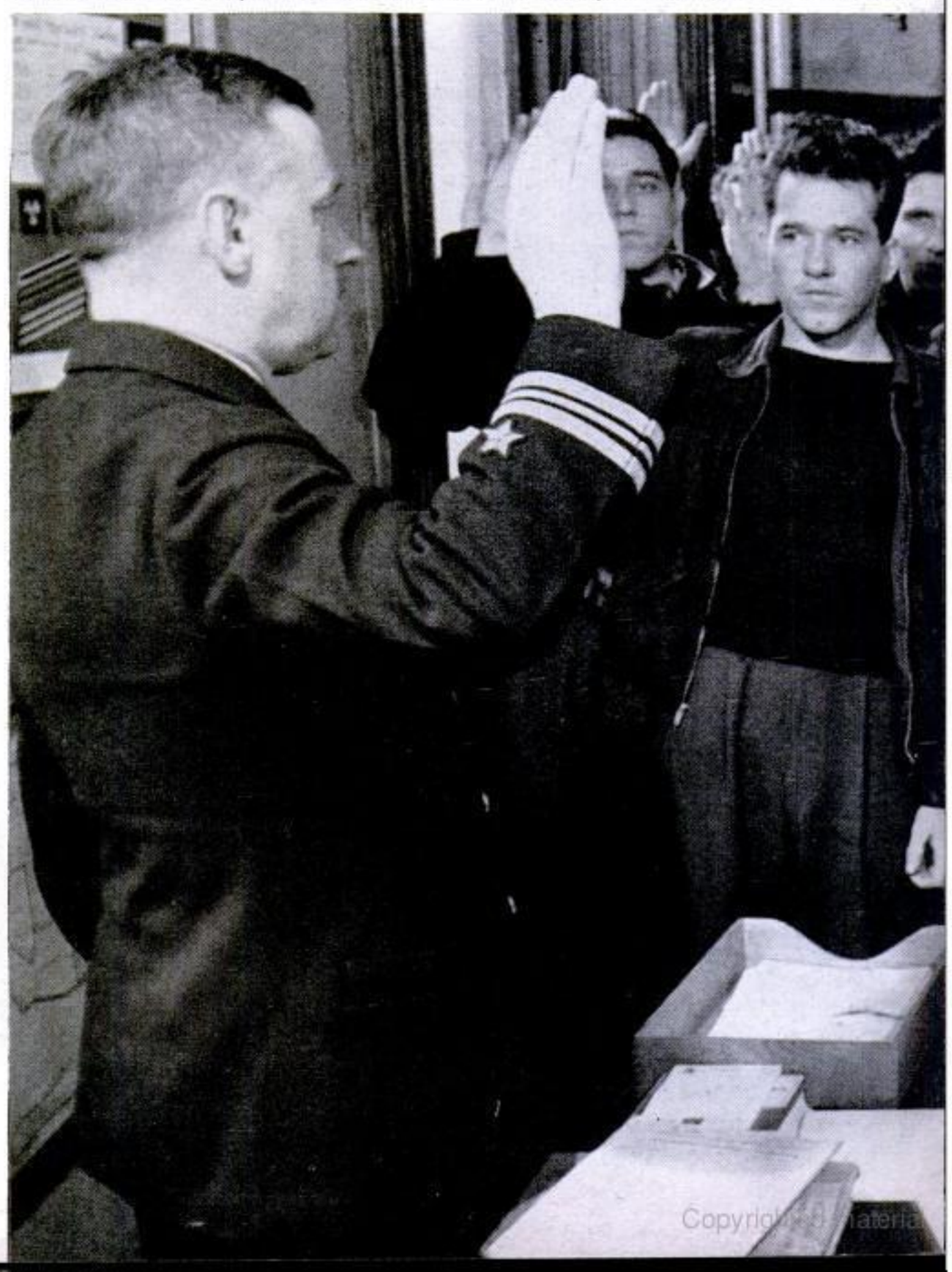


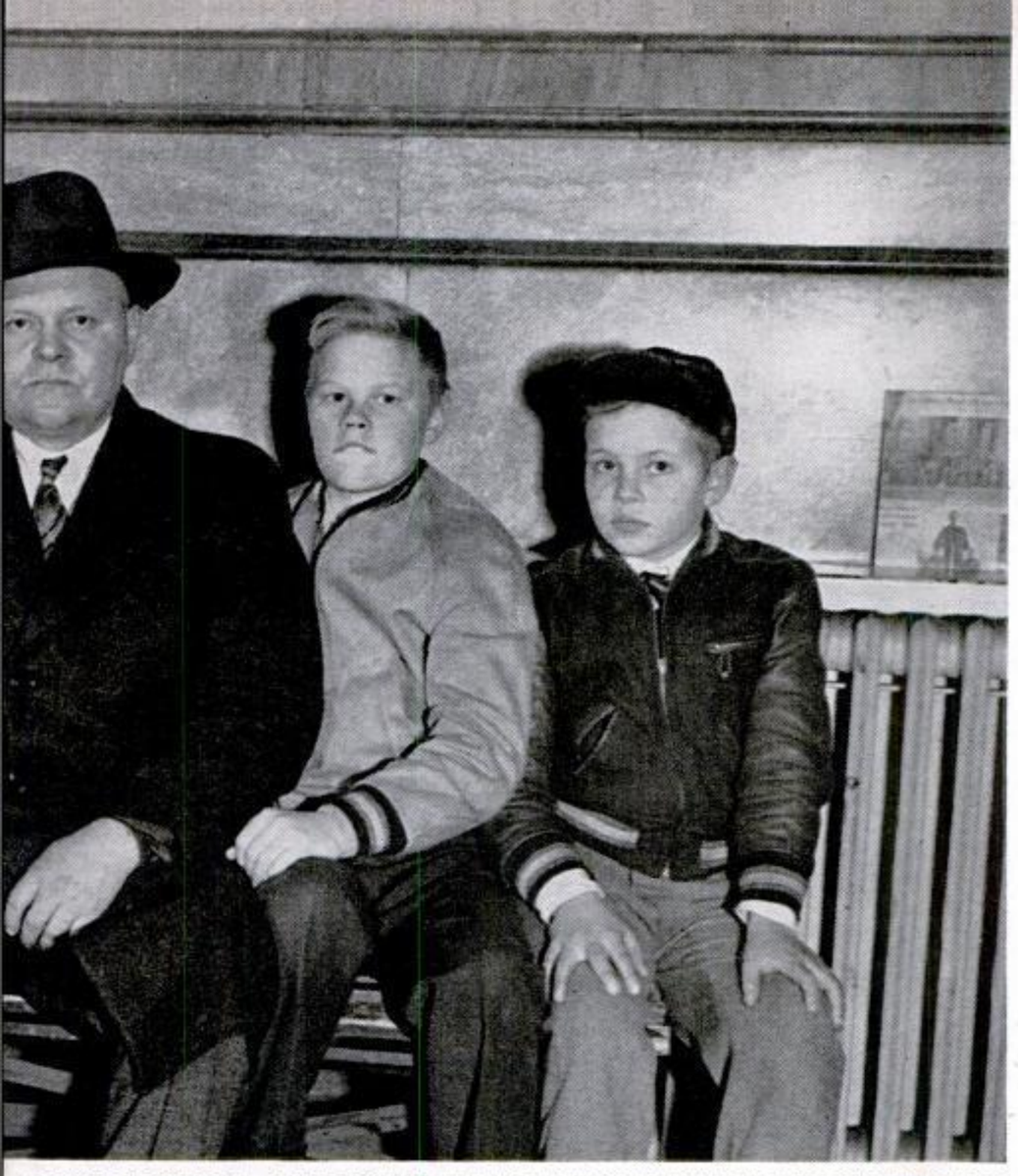
THE MARTINSON FAMILY WAITS IN THE HALLWAY OUTSIDE THE DES MOINES RE-



Final physical examination was given twins at the recruiting office. They had already passed one on Dec. 8, but Navy would not take them until they were 17, on Dec. 22.

HARRY AND HAROLD, STANDING IN THE FRONT ROW, ARE SWORN INTO THE NAVY





CRUITING OFFICE. THE FATHER AND MOTHER CAME OVER FROM SWEDEN IN 1923



Twins were fingerprinted by a chief pharmacist's mate. They took everything stolidly, are not worried about the future. The Navy relies heavily on Midwestern recruits.

AS APPRENTICE SEAMEN. THE MARTINSONS WERE THE YOUNGEST OF THE GROUP



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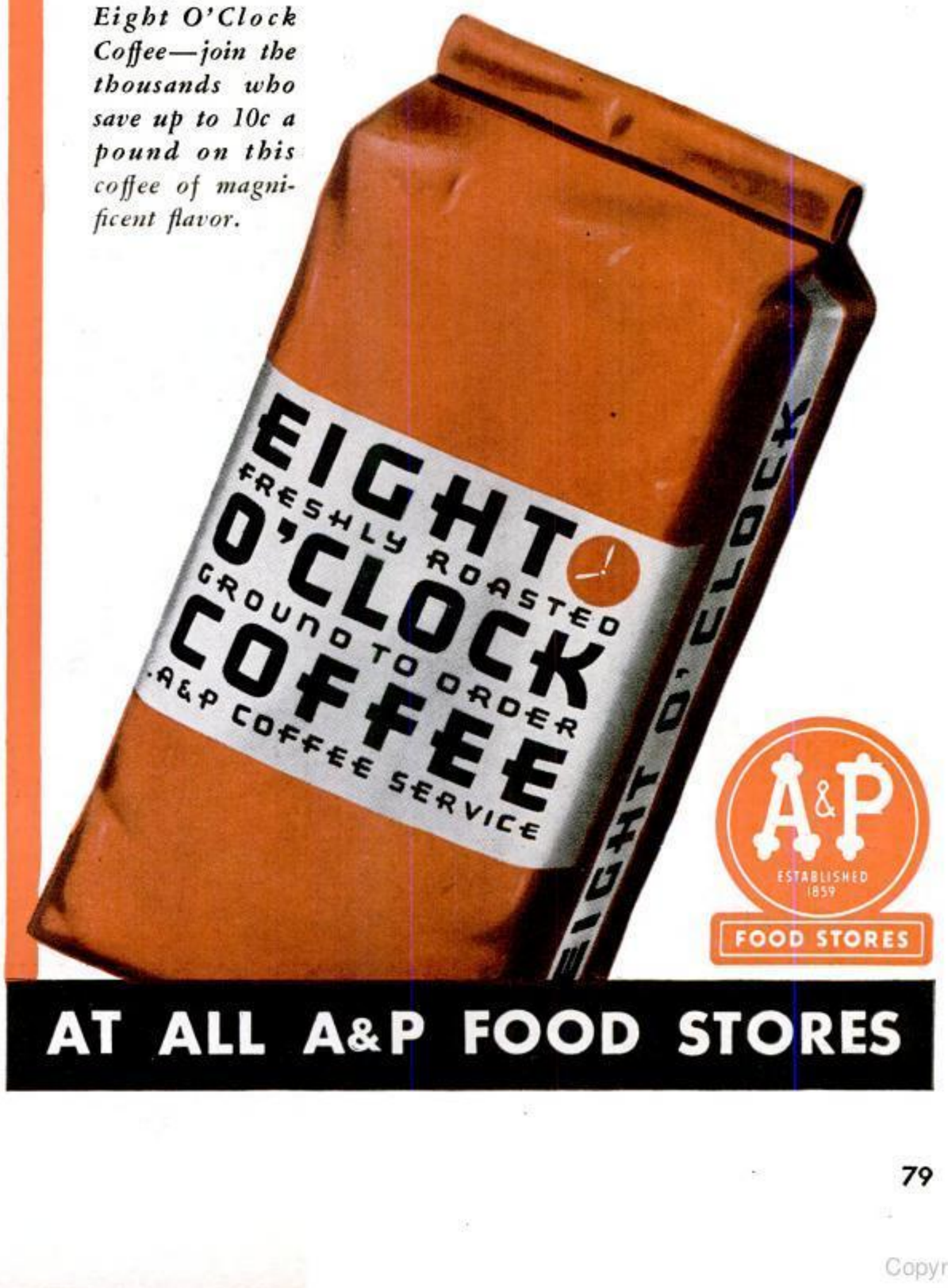


MAGNIFICENT FLAVOR MAKES EIGHT O'CLOCK COFFEE AMERICA'S FAVORITE FOR 10th STRAIGHT YEAR!

You can trust the taste of America — nation of coffee lovers! And no other coffee satisfies America like Eight O'Clock, the coffee of magnificent flavor. Sales tell the story, and Eight O'Clock Coffee outsells any other brand in the world by millions and millions of pounds.

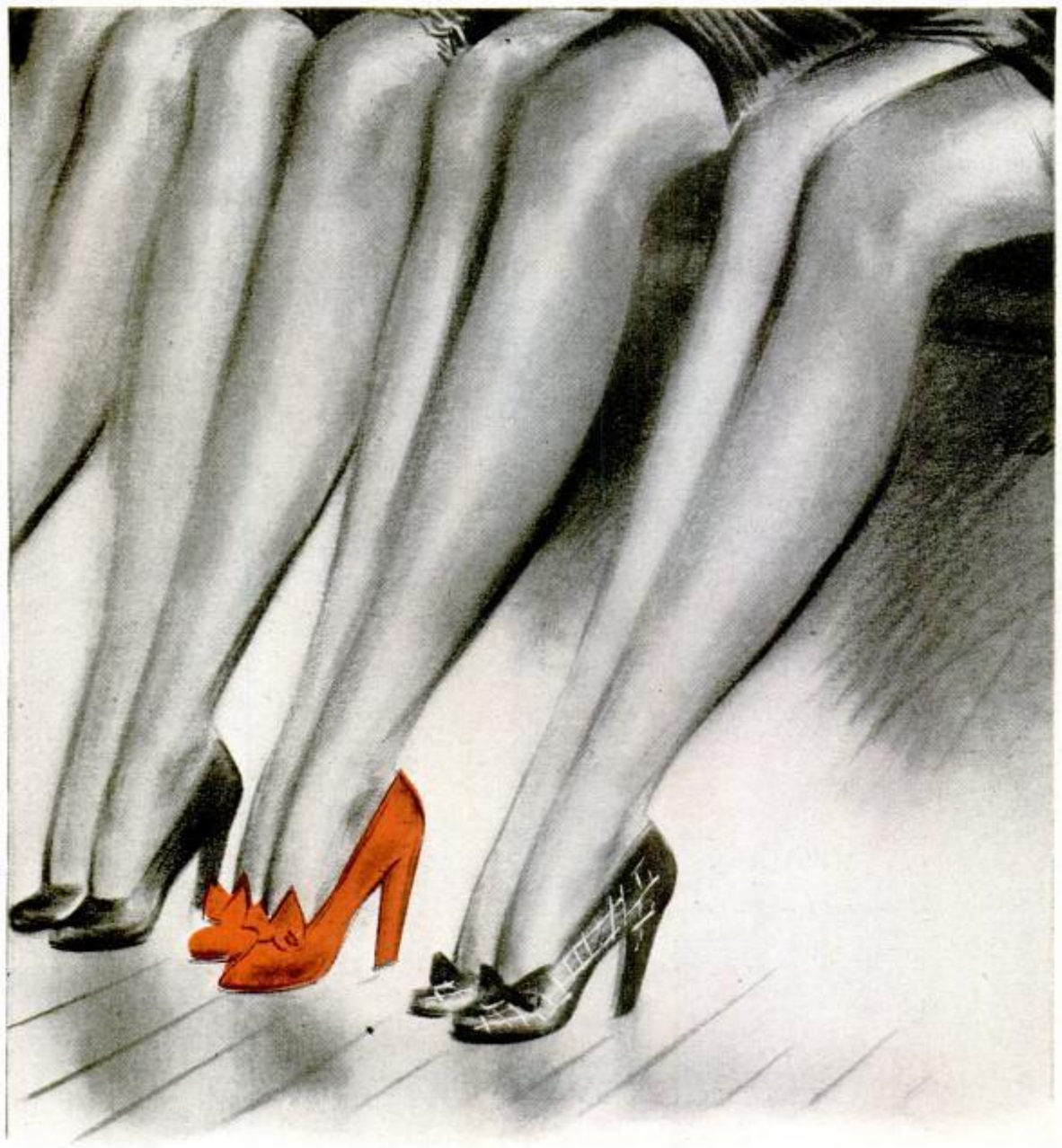
Yes, you can trust America's coffee taste, for Eight O'Clock is the pick of the plantations, sold only in the flavor-sealed bean, *Custom Ground* at the moment of sale exactly right for each customer's own coffee pot. So, you get fresher flavor, finer flavor, MORE flavor.

TRY . . .
Eight O'Clock Coffee—join the thousands who save up to 10c a pound on this coffee of magnificent flavor.



AT ALL A&P FOOD STORES

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WHAT ARE YOU STARING AT?



SUCH SMOOTHNESS shouldn't be new to you. You'd see your face that smooth—every morning—if you'd use Barbasol! Don't expect the girls to line up for a sandpaper sour-puss who uses old-fashioned shaving methods. Get yourself a Barbasol Face!

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Barbasol

For modern shaving— No Brush—No Lather—No Rub-in

Barbasol

BARBASOL BLADES
5 FOR 10¢-15 FOR 25¢

New Navy Recruits (continued)



In uniform at last, Harry (*left*) and Harold Martinson stand beside their newly issued equipment in the barracks at Great Lakes Naval Training Station. The twins,

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whose only previous nautical experience consists of having been in a rowboat, will start their training as blue-water sailors here. They are in for the duration of the war.

To Aid America's All-Out War-time Effort, we wives and mothers should plan **MOR** vitality lunches





AT HOME



AT WORK

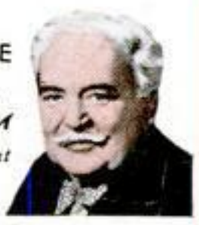


AT SCHOOL



AMONG ALL PREPARED LUNCH MEATS I RECOMMEND **MOR** FOR EXTRA TENDERNESS AND TASTE

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Meat for four in one can of MOR

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MOR helps make the United States Army the *best-fed* army in the world—AND there is still MOR for home folks, too. Made by the makers of Tender Made Ham.



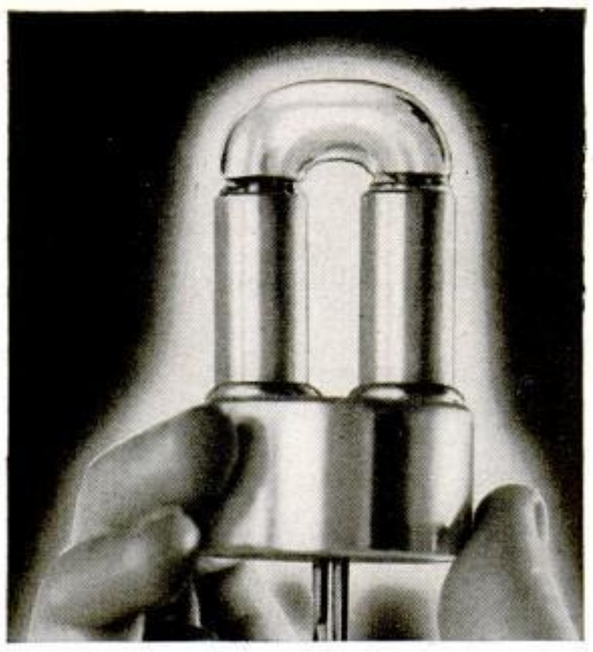
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That modern weapon above is an apparatus that ought to be in every home! It's the patented heart of a Hanovia Alpine Home Sun Lamp and is used to combat the hidden ills brought on by sun starvation.

During the cold raw winter months the sun radiates only 1/12 as much health-giving ultraviolet as in summer! Your resistance and vitality often fall off and you're apt to become run-down.

A few moments a day under the ultraviolet rays of a Hanovia Lamp will help strengthen you (and your family) with new energy and vitality . . . build up your resistance against common ailments.

Hanovia patented quartz tube brings you all 12 effective bands of healthful ultraviolet — more than any other make — and this fact has made Hanovia the largest manufacturer of ultraviolet equipment in the world. So be sure to get a Hanovia.

Drop in and see the world-famous Hanovia Alpine Home Sun Lamps at department, electric and medical stores or our own show rooms. These lamps are economical to operate—are priced from $64.50 F. O. B. Hanovia Chemical & Manufacturing Co., Newark, N. J. On easy budget terms, if so desired. For further information, write Dept. L-8 for our free booklet, "Your Place in the Sun".



Hanovia sun baths help calm tired nerves, develop a handsome tan and restore vitality and pep . . . thus helping to keep your mind and body alive.



Women who want to look their best . . . who want to acquire a chic, flattering tan and maintain their attractive vitality all winter have found that daily Hanovia sun baths are the answer.

$64.50 F. O. B. Newark, N. J.

HANOVIA
ALPINE HOME SUN LAMPS
"The World's Finest"
NEWARK, NEW JERSEY

PICTURES TO THE EDITORS

INDOOR WINTER SPORTS

Sirs:

The Midwest blizzard early this month which, as you can see, paid us a personal call, was a welcome guest to my young son. First on the scene the morning after it swept through our front door and blanketed our studio, he spent a gay hour making snowballs and romping ankle-deep through 2 to 8 in. of snow before we cleaned it out.

PHIL PALMER

Ludington, Mich.



"CARRY ON!"

Sirs:

These children, like so many others in the country today, are learning to get along without a father. He is an officer with the Asiatic Fleet and we are very proud of him. Still it is sad to have him gone and there is anxiety and doubt to contend with. So we have a formula: keep busy, learn independence, keep on at work and play. These pictures I took show how my little Charles and Laura are living up to the words of their sailor: "Carry On!"

MANIE GRAE DANIEL

Greensboro, Ala.



Who'll Tell the Bride?



Every one should be told about Sani-Flush. This chemical compound takes the place of one of the meanest household chores. You never have to scrub and scour a toilet bowl—if you use Sani-Flush.

Remove the untidy film which collects on toilet bowls all the time. Just shake a little Sani-Flush in the bowl at least once a week. It removes film, stains, smears and incrustations. Don't confuse Sani-Flush with ordinary cleansers. Scientific tests prove it can't injure plumbing connections or septic tanks. (Also effective for cleaning out auto radiators.) *Directions on can.* Sold everywhere in two convenient sizes. The Hygienic Products Co., Canton, Ohio.



Sani-Flush

CLEANS TOILET BOWLS WITHOUT SCOURING

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25¢ SHAVES ME FOR 3 MONTHS



You too can save money on smooth shaving with Marlin Blades. Made of the finest steel, scientifically sharpened and honed and

18 DOUBLE EDGE BLADES 25c
Single Edge 14 for 25c

Guaranteed by the Marlin Firearms Co.

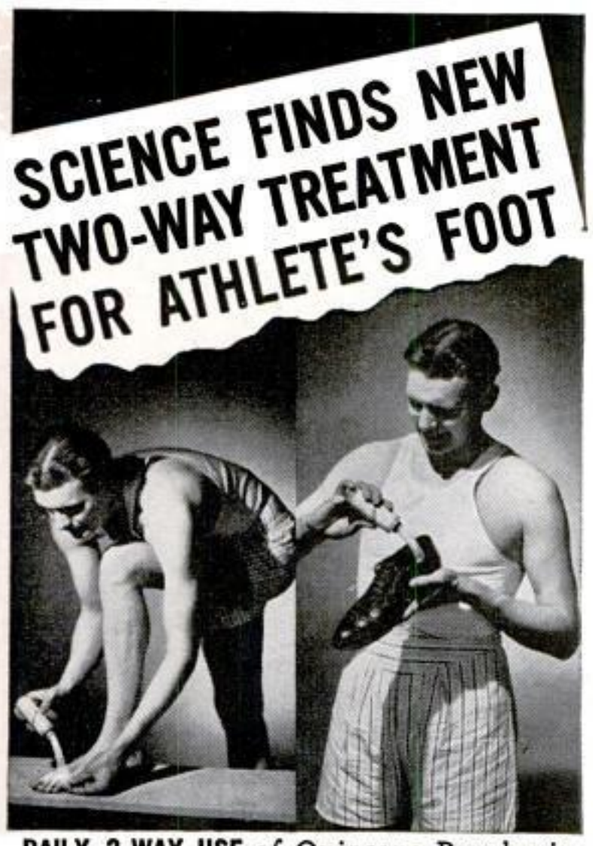
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IN 1270 TEST CASES, using this two-way Quinsana treatment, infection disappeared in all but 6% of cases within only 30 days. Such successes are typical.

USE QUINSANA DAILY for aid in prevention and relief. Easy to use, economical. Excellent for excessive perspiration, foot-odor. 35¢ at druggists, army post exchanges, etc.



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Extra appetizing aroma!
Extra good taste!
Extra food value!

THE SEVEN COURSE MEAL



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No sore lips no matter the spills

Stinging wind and cold, not the spills, make lips sore when you ski. Use Chap Stick before exposure. It keeps lips soft, comfortably smooth. When you forget, and have the painful reminder of chapped, wind-burnt lips, its soothing medication brings speedy relief. Two forms: "Stick" and "Fives," the new economy family pack of 5 tins, 25¢. For free sample write **Chap Stick,** Dept. L-17, Lynchburg, Virginia.

FLEET'S *Chap Stick*



PICTURES TO THE EDITORS

(continued)

"V" AGAIN

Sirs:

R. O. T. C. Cadet Calvin Maglinger felt the V campaign slipped up in not instituting a V-for-Victory hairdress. To illustrate he operated on himself. The result was almost an overseas cap.

J. W. MAGLINGER

Owensboro, Ky.



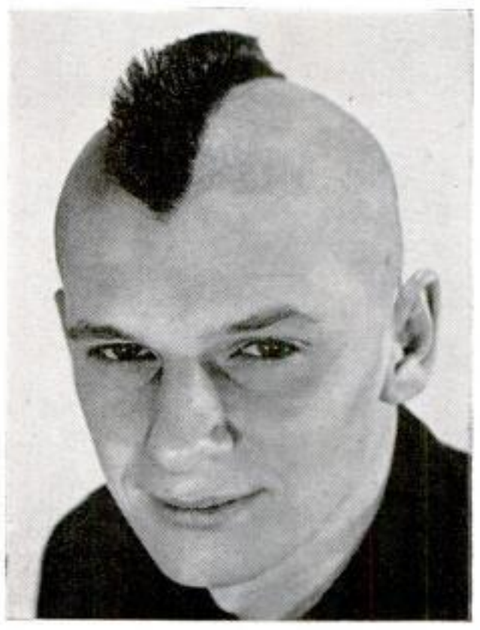
DARTMOUTH INDIAN

Sirs:

Bill Abrams, '44, wanted to find out what the Dartmouth Indian felt like during a Hanover winter. He thinks he discovered instead why the old boy is now extinct.

DICK SMITH '44
RICH MORGAN '44

Hanover, N. H.



RED CROSS SQUIRREL

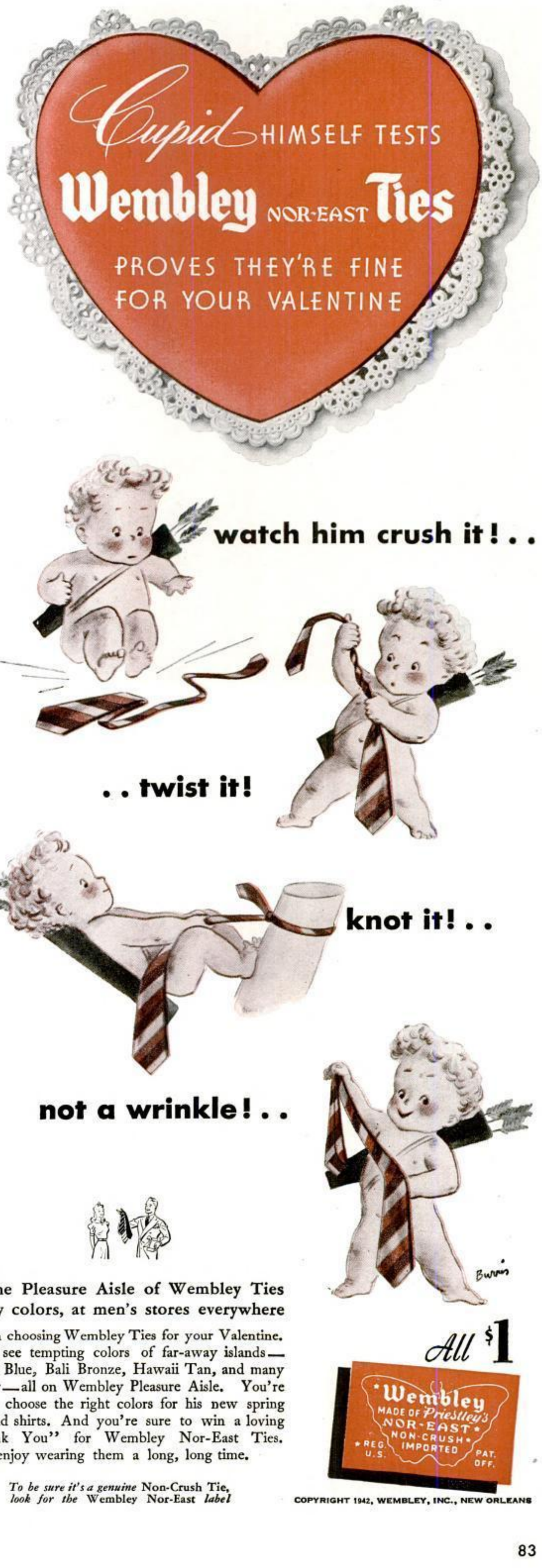
Sirs:

It required infinite patience of a nature lover living in the mountains near Victoria to pose this picture of his pet woodland squirrel knitting.

MRS. J. C. NICHOL

Victoria, B. C.





See the Pleasure Aisle of Wembley Ties in gay colors, at men's stores everywhere

It's fun choosing Wembley Ties for your Valentine. You'll see tempting colors of far-away islands — Nassau Blue, Bali Bronze, Hawaii Tan, and many another — all on Wembley Pleasure Aisle. You're sure to choose the right colors for his new spring suits and shirts. And you're sure to win a loving "Thank You" for Wembley Nor-East Ties. He'll enjoy wearing them a long, long time.

To be sure it's a genuine Non-Crush Tie, *look for the* Wembley Nor-East *label*

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PERSPIRATION IS ACID

...actually ROTS stockings!

ONLY IVORY SNOW
combines 2 advantages you'll want in fighting this danger

• To guard your stockings against acid perspiration — to get as much as *20% more wear* —heed this advice of many experts:

Drop careless, old-fashioned washing methods, and rinse your stockings each day with rich, thorough-cleansing Ivory Snow.

But *be sure* you use only gentle, safe Ivory Snow! It is new, different—the only soap that combines two great advantages! Not a flake . . . not a powder . . . Ivory Snow is made in "snowdrop" form to give rich suds in 3 seconds, even in *cool* water. And how quickly those pure suds act—in 2 minutes you'll be rid of acid perspiration and other soil! You'll get far more wear from your precious stockings!

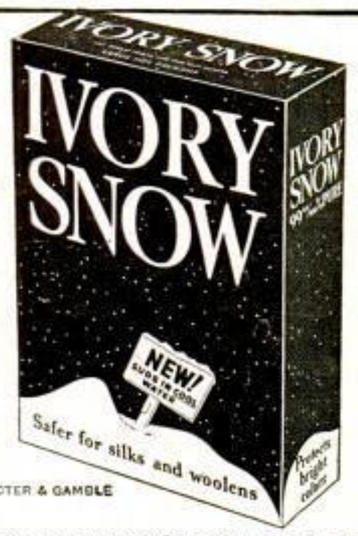


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2. It dissolves like a flash in cool water—4 times faster than any soap of its kind.

No wonder Ivory Snow acts so safely, so surely against acid perspiration, to help stockings last far longer!





WANT LOVELIER HANDS IN 12 DAYS?

If your hands are red and rough from using one of those strong laundry soaps—change to pure Ivory Snow for all your dishwashing. It cuts grease as fast as the strongest laundry soap. And in just 12 days you'll get softer hands!

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RICH SUDS IN JUST 3 SECONDS—EVEN IN COOL WATER! 99 44/100% PURE

PICTURES TO THE EDITORS

(continued)

A MILE OF NAMES

Sirs:

On Jan. 10, after a ten-day collection drive during which the community of Great Barrington, Mass. contributed $8,000 to the Red Cross, the citizens turned out in 22° below temperature for a concluding ceremony. "Paul Revere" Henry Kimball galloped around town with a mile-long roll of contributors' signatures streaming behind him. The ceremony was double-barreled because the inhabitants, unwarned, were called out by the civilian defense siren. Both events were completely successful and showed the wonderful spirit of these people.

PAUL STRISIK

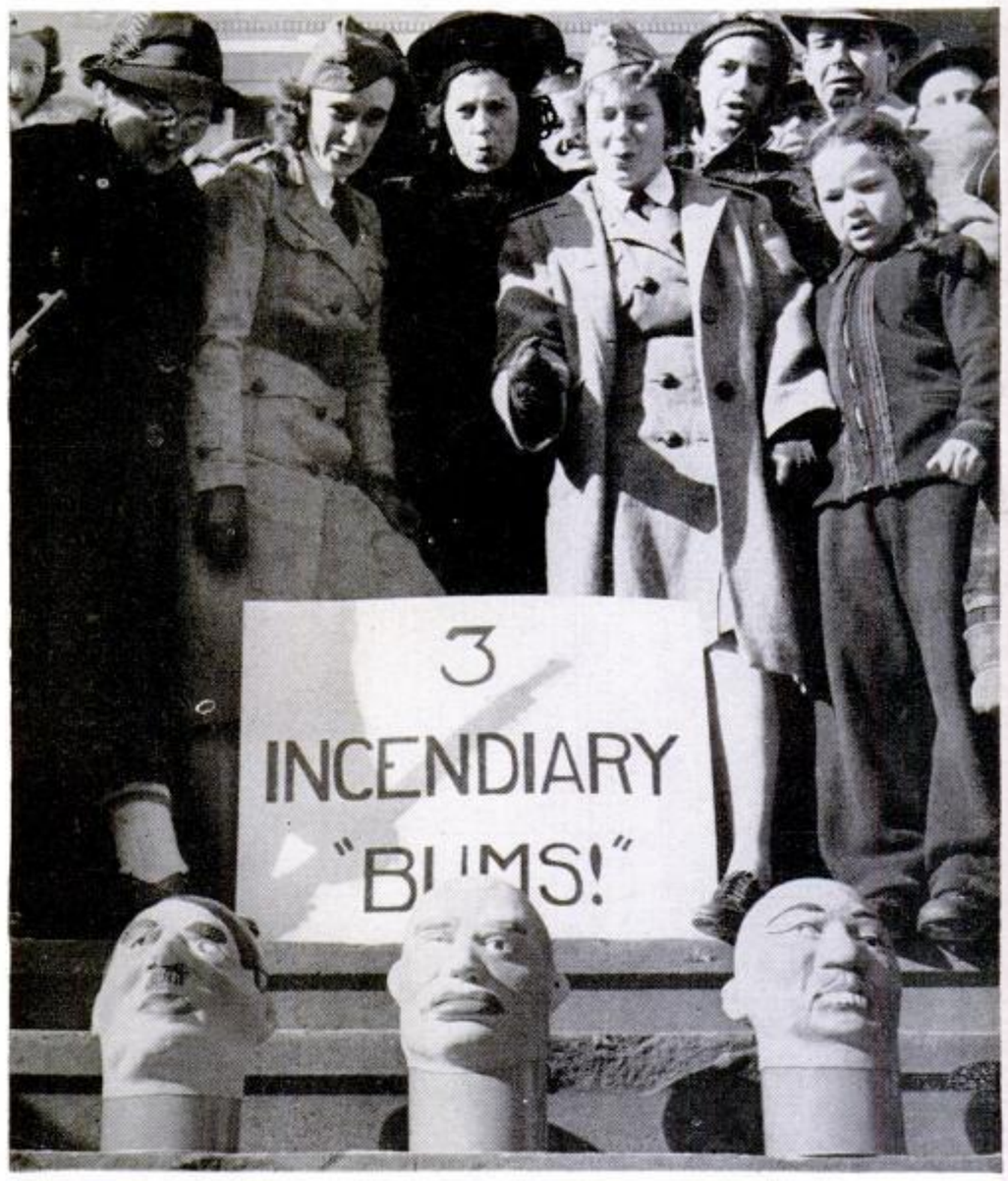
New York, N.Y.



MILE-LONG ROLL HAS 8,000 NAMES



"PAUL REVERE" BRAVES SUB-ZERO WEATHER TO CARRY ROLL THROUGH TOWN



CITIZENS TOP OFF CEREMONY WITH JIBE AT THE AXIS ON COURTHOUSE STEPS

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At the Old Maxwell House

JOHN PHILIP SOUSA

found a coffee as heart-warming as his marches

It was in 1899 that the great March King visited Nashville's famous old Maxwell House. There—like so many celebrities of his day—he enjoyed Southern hospitality at its bountiful best, and applauded the marvelous coffee that was always served as the climax to its sumptuous meals.

TODAY ALL AMERICA SINGS THE PRAISES of the New... Extra-Flavor Maxwell House Coffee



"**HOW WELL I REMEMBER** the stories my grandparents loved to tell of the brilliant receptions they used to attend at the old Maxwell House," says Mrs. John F. Caldwell, Jr., charming young socialite of Nashville. "And like so many Southern families, we have always served Maxwell House Coffee. Today it is better than ever . . . even richer and more delicious than in my grandparents' day."



HERE'S THE SECRET that is winning quick enthusiasm everywhere for the glorious *new* Maxwell House Coffee: It's a far finer blend . . . richer in superb, *extra-flavor* coffees from the distant, upland plateaus of Central and South America. These choice coffees have always been limited in availability. Fortunately, Maxwell House buyers are able to secure a sufficient supply.



EACH *EXTRA-FLAVOR* BEAN adds its own distinctive quality to the new Maxwell House blend . . . luxurious flavor . . . exquisite aroma . . . full-bodied richness. Then, too, Maxwell House is roasted *uniformly* by the special "Radiant Roast" process to bring out *all* the flavor. Finally . . .



STILL ROASTER-FRESH, Maxwell House is quickly sealed in the famous blue super-vacuum tin. No air can get *in*—so no flavor can get *out*. If you haven't tried the *new* Maxwell House Coffee yet, there's a treat in store for you. Ask your grocer for a tin today. Your first taste will tell you why more people drink Maxwell House than any other vacuum-packed coffee in the world.



★ ★ ★ ★ *FANNY BRICE as "Baby Snooks," FRANK MORGAN, Meredith Willson's Orchestra in "Maxwell House Coffee Time"... Tune in every Thursday evening, NBC Red Network.*



NO WAITING—READY IN 3 CORRECT GRINDS —DRIP, REGULAR, OR GLASS-MAKER

GOOD TO THE LAST DROP

A Product of General Foods

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• *Actual color photograph—James R. Callis, Jr. shows a leaf of fine, light tobacco, before aging.*

Lucky Strike means fine tobacco

"TOBACCO like this, that's milder and better tastin', is bound to be expensive," says James R. Callis, Jr., tobacco warehouseman of Willow Springs, N.C. "But it's the leaf Luckies want, and sure as shootin'—they pay the price to get it.

"I've watched Luckies pay the price at auctions all over the tobacco country—that's why Luckies are *my* cigarette!"

Smokers . . . choose your cigarette for the tobacco that's in it. And remember, you can enjoy milder, better-tasting leaf—the kind that costs more money at the auctions—in Luckies.

To independent tobacco experts—auctioneers, buyers and warehousemen—Lucky Strike *means* fine tobacco. Next time, ask for Lucky Strike!

WITH MEN WHO KNOW TOBACCO BEST—IT'S LUCKIES 2 TO 1

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